MASTERS COLLEGE
MASTER PLAN

Traffic Impact Analysis

June 2008

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DRAFT

MASTERS COLLEGE MASTER PLAN
Traffic Impact Analysis

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1.0 INTRODUCTION

This report presents the results of a traffic study carried out to evaluate the proposed Masters College Master Plan. It provides the traffic and circulation material for the Environmental Impact Report (EIR) prepared for this project.

1.1 PROJECT DESCRIPTION

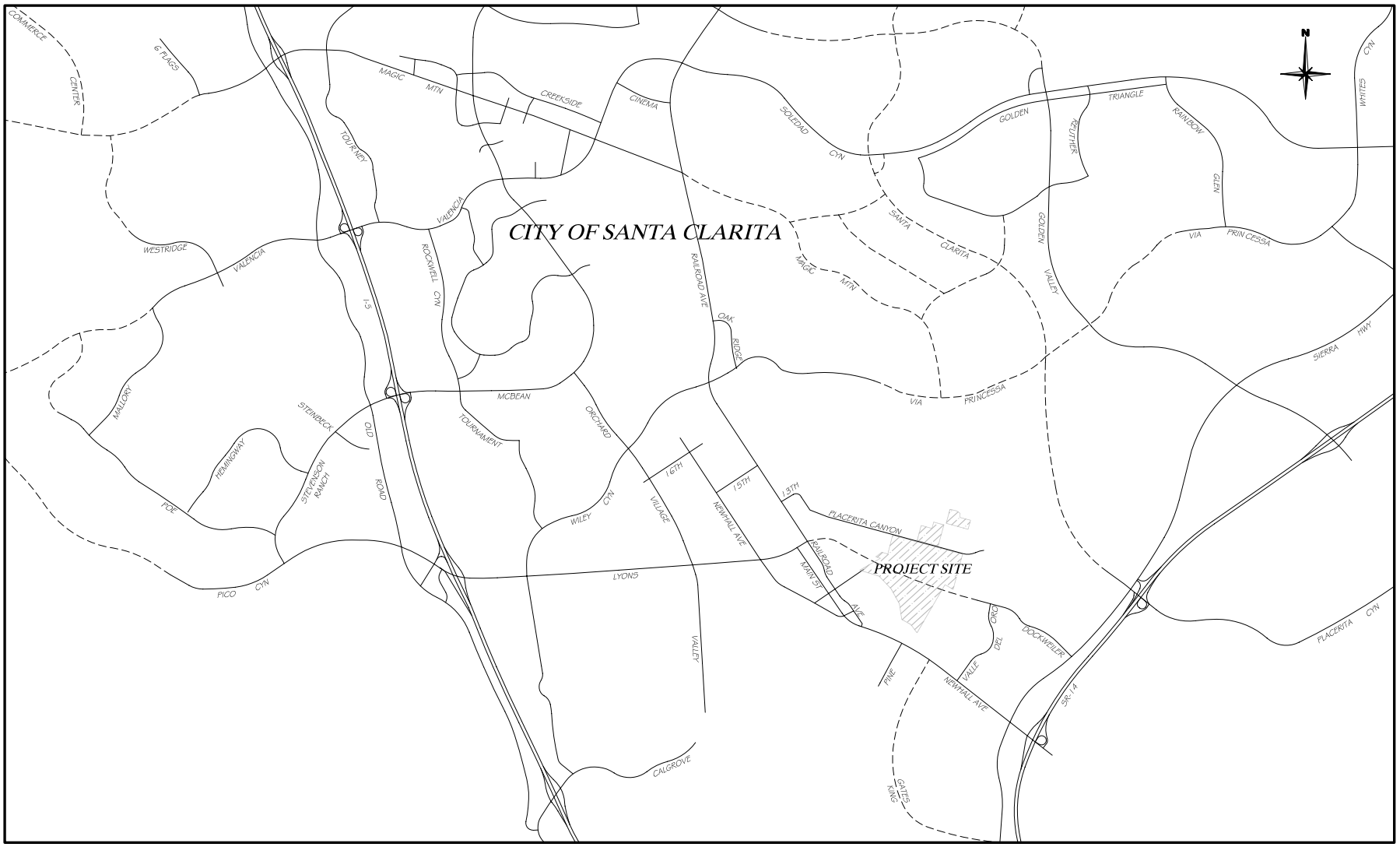
The Masters College is located in the rural Placerita Canyon community of the City of Santa Clarita. The college is currently accessible from Placerita Canyon Road via the 13th Street intersection at Railroad Avenue. Figure 1-1 illustrates the general location of the project site.

The proposed Development Plan includes land use, circulation and proposed zoning changes. As stated in the Master Plan, the primary goals of the Development Plan are to: 1) provide for the College's incremental growth, 2) provide a new primary entry and improve overall vehicular and pedestrian circulation and 3) create a cohesive, pedestrian-friendly campus.

The proposed Master Plan includes the extension of Dockweiler Drive through the southern part of the project site. Ultimately Dockweiler Drive is planned to be further extended to intersect with Railroad Avenue, however the precise alignment is yet to be determined by the City. The layout of the proposed Campus facilities capitalizes on this new roadway by reorienting the main campus entrance from Placerita Canyon Road to Dockweiler Drive.

The proposed Master Plan includes the following key components (see Figure 1-2 for site plan):

- A new chapel and conference facility which will be up to 55,000 square feet in size;
- Two new academic buildings that will contain classrooms and a new library;
- A student plaza with an outdoor amphitheatre;
- Expansion of the gymnasium;
- A new 120 bed student dormitory and pedestrian connection bridge;
- A new computer sciences building and an expansion of the student center and dining hall;
- The removal of parking and older buildings along Placerita Canyon Road to allow for the creation of a large green-space and garden area;
- The creation of a large student/faculty parking area accessed from Dockweiler Drive and directly adjacent to the new chapel and academic buildings;
- The creation of additional dormitory parking; and
- The design of two major pedestrian links between the new academic facilities and the existing academic facilities along Placerita Canyon Road.



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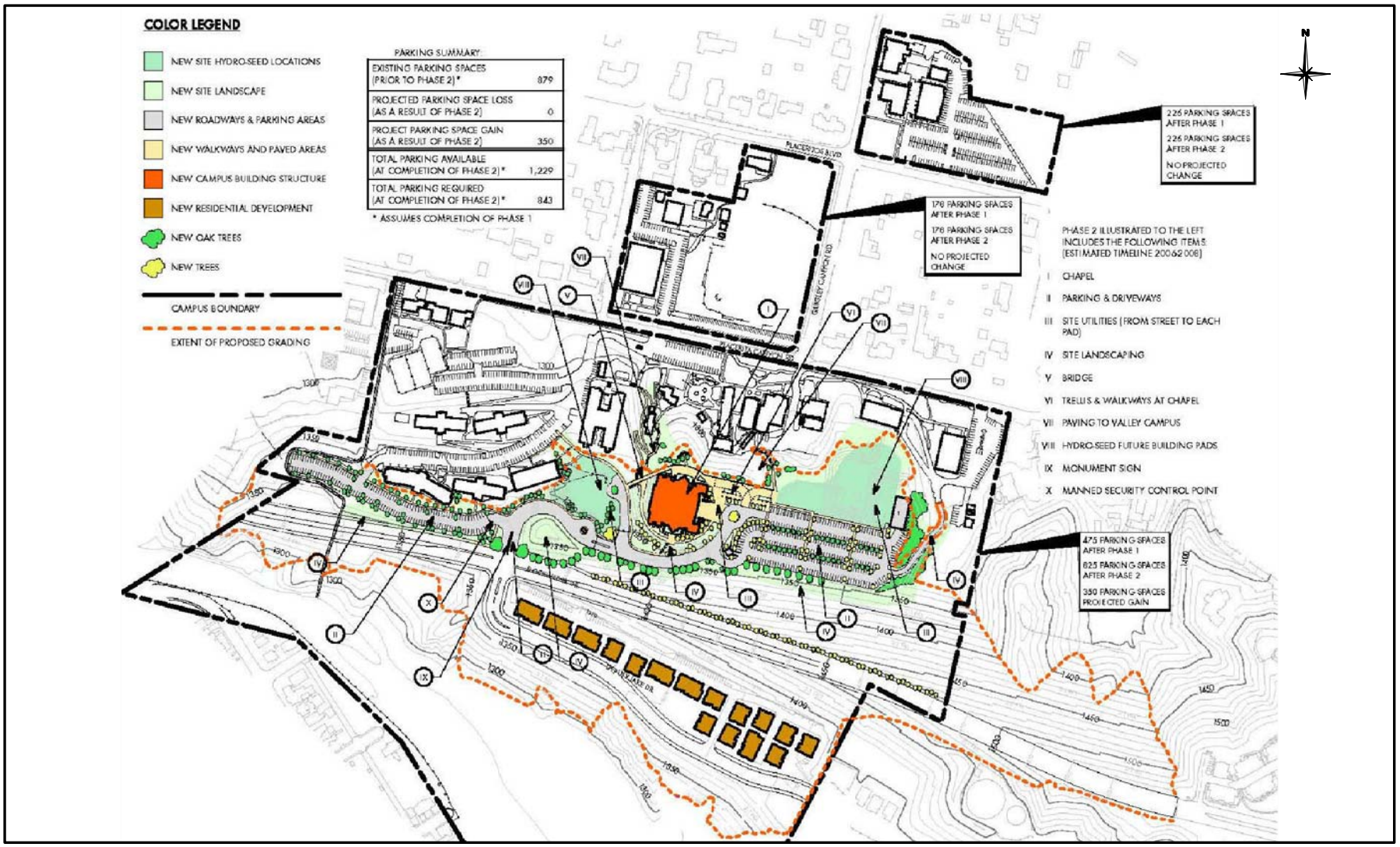
– – – Future/Proposed Roadway

Figure 1-1

PROJECT SITE LOCATION



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Source: Masters College Master Plan

Figure 1-2

SITE PLAN

According to the Master Plan, current enrollment at The Masters College is 1,105 students (960 full-time/145 part-time), with a faculty of 127 (57 full-time/70 part-time) and a staff of 177 (142 full-time/35 part-time). The proposed maximum enrollment is 1,700 students (1,500 full-time/200 part-time), with a faculty of 182 (82 full-time/100 part-time) and a staff of 285 (225 full-time/60 part-time).

The proposed maximum enrollment results in an increased amount of traffic generation for the site. It results in approximately 1,900 additional daily trips, with approximately 120 additional trips during the am peak hour (88 inbound), and approximately 160 additional trips during the pm peak hour (97 outbound). Section 3.1 provides details regarding the derivation of the project's trip generation statistics.

1.2 STUDY AREA

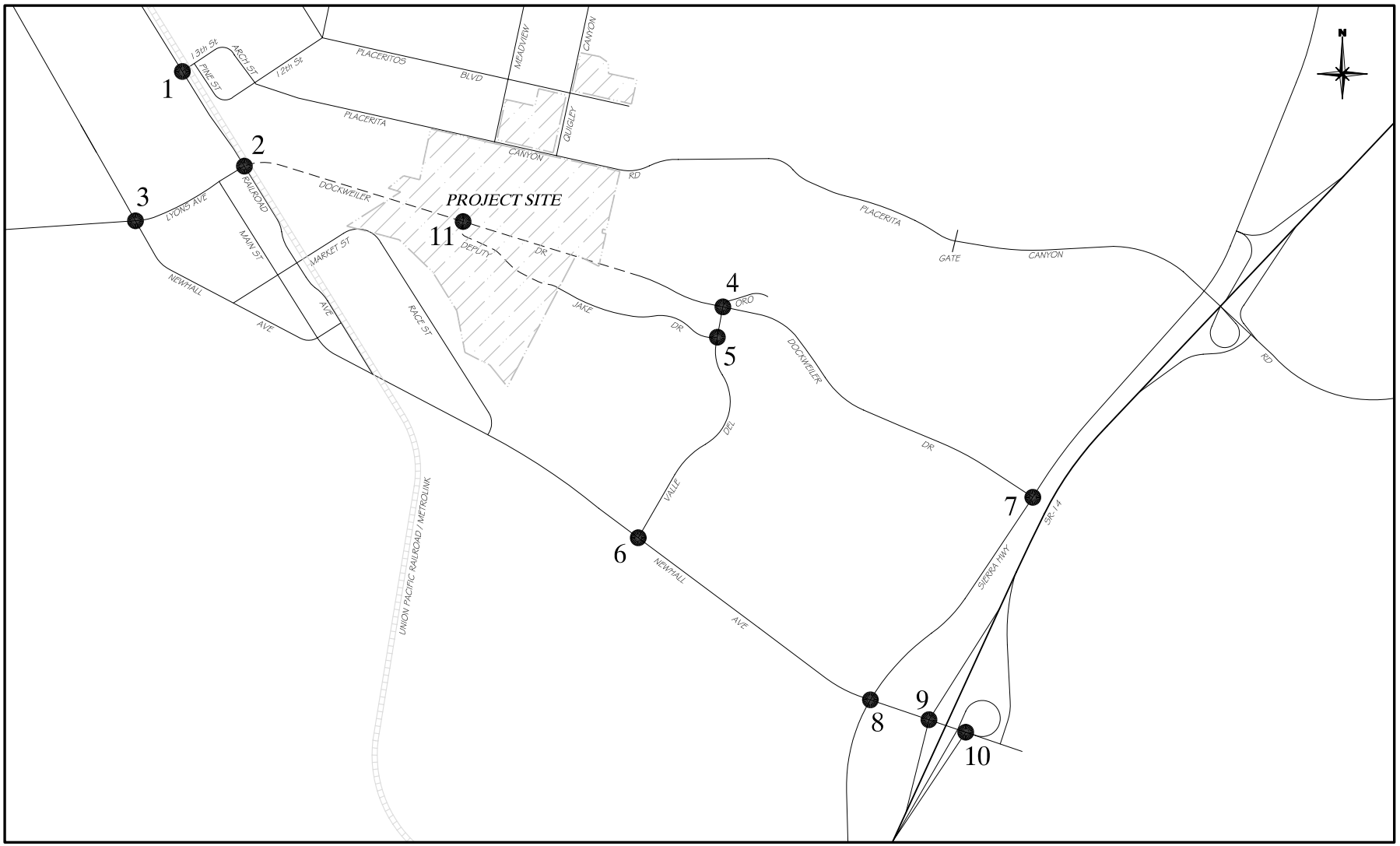
The study area includes the roadways and intersections near to the project site and those locations where project-generated traffic could be reasonably expected to cause a significant impact. The selection of the study area was determined based on the City's standard criteria of 50 or more new trips added to the peak travel direction along with additional study locations based on input from the City's traffic engineering staff.

Figure 1-3 illustrates the intersections selected for study based on these criteria.

1.3 METHODOLOGY

The traffic analysis evaluates the proposed project for a cumulative setting using the Interim Year version of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). The SCVCTM was developed jointly by the City of Santa Clarita and the County of Los Angeles and is the primary tool used for forecasting traffic volumes for the Santa Clarita Valley.

Consistent with the EIR traffic studies done for other recent projects in the City, this analysis uses the SCVCTM Interim Year horizon as the basis for background traffic conditions. The Interim Year, which generally corresponds to horizon year of around 2018 to 2020, represents a cumulative increase in traffic volumes which are roughly halfway between existing conditions and buildout of the City's General Plan. An update to the SCVCTM was recently undertaken (see Reference 7 in Section 1.6) which included incorporating current land use information for planned and pending cumulative projects. As part



Legend

- Study Area Intersection
- – – – Future/Proposed Roadway

Figure 1-3

STUDY AREA

of the development of this traffic impact analysis, the SCVCTM land use database was updated based on the City's current listing of cumulative projects (see Section 2.3 for cumulative project information as it relates to the SCVCTM).

The impact analysis is based on specific performance criteria which are outlined in the following section. Where appropriate, mitigation measures are identified for those scenarios in which significant impacts are determined based on the established impact thresholds.

1.4 PERFORMANCE CRITERIA

For CEQA purposes, defined performance criteria are utilized to determine if a proposed project causes a significant impact. In most traffic studies, performance criteria are based on two primary measures. The first is "capacity", which establishes the vehicle carrying ability of a roadway and the second is "volume." The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOS is designated A through F with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for each LOS is described in Table 1-1.

Both the V/C ratio and the LOS are used in determining impact significance. Certain LOS values are deemed unacceptable by the City and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as a significant impact (see following sections for details).

In establishing V/C based performance criteria, there are certain items that need to be addressed to obtain suitable V/C estimates and relate them to LOS. For instance, while average daily traffic (ADT) is a useful measure to show general levels of traffic on a facility and to provide data for other related aspects such as noise and air quality, highway congestion is largely a peak hour or peak period occurrence and ADT does not reflect peak period conditions very effectively. Because of this, ADT is not used here as the basis for capacity evaluation but instead this evaluation focuses on those parts of the day when such congestion can occur, specifically the AM and PM peak hours.

Table 1-1: Level of Service Descriptions

LOS	Arterial Roads	Freeway Segments
A	Describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.	Describes free-flow operations. Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
B	Describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.	Represents reasonably free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	Describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.	Provides for flow with speeds at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	Borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	The level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	Characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse signal progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 miles per hour. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.
F	Characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	Describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.
Source: *Highway Capacity Manual 2000 (HCM 2000)*, Transportation Research Board, National Research Council.		

For the arterial system, the peak hour is the accepted time period used for impact evaluation and a number of techniques are available to establish suitable V/C ratios and define the corresponding LOS. These definitions and procedures are established by individual local jurisdictions, such as the City of Santa Clarita, or by regional programs such as the Congestion Management Program (CMP).

The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. There may be exceptions where certain facilities have long distances between signalized intersections, but within the traffic analysis study area, peak hour intersection performance is the most representative measure for evaluating the arterial road system. Levels of service for arterial roadway intersections are determined based on operating conditions during the AM and PM peak hours. For intersections, the intersection capacity utilization (ICU) methodology is applied, providing a planning level basis for determining V/C and LOS. This methodology sums the V/C ratios for the critical movements of an intersection and is the preferred procedure for intersection analysis by the City of Santa Clarita and the County of Los Angeles. The ICU methodology is generally compatible with the intersection capacity analysis methodology outlined in the *HCM 2000*.

The ICU calculation methodology and associated impact criteria for the study area arterial system are summarized in Table 1-2.

1.5 DEFINITIONS

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

ADT	Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway.
CMP	Congestion Management Program. A state mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides a mechanism for coordinating land use and development decisions.
ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.

Table 1-2: Arterial Intersection Performance Criteria

V/C Calculation Methodology

Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:

Saturation Flow Rate: 1,750 vehicles/hour/lane for all lanes

Clearance Interval: .10

Performance Standards

LOS D or existing LOS, whichever is greater.

Impact Thresholds

An intersection is considered to be adversely impacted if:

Compared to the ICU in the no-project alternative, the ICU in the with-project alternative increases the ICU by the following:

With-Project ICU	Project Increment
.81 - 90 (LOS D)	greater than or equal to .02
.91 or more (LOS E & F)	greater than or equal to .01

Abbreviations:
V/C – Volume/Capacity Ratio
LOS – Level of Service
ICU – Intersection Capacity Utilization

LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the AM peak period (typically 7 AM - 9 AM) or the PM peak period (typically 3 PM - 6 PM) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
Tripend	A trip generation measure which represents the total trips entering and leaving a location.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPH	Vehicles Per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one-hour period, typically the AM or PM peak hour.

1.6 REFERENCES

1. "Highway Capacity Manual 2000," Transportation Research Board, National Research Council, 2000.
2. "Trip Generation 7th Edition," Institute of Transportation Engineers, 2004.
3. "Preliminary Traffic Impact Report Guidelines," City of Santa Clarita, August 1990.
4. "Guide for the Preparation of Traffic Impact Studies," Caltrans, December 2002.
5. "Santa Clarita Valley Consolidated Traffic Model Report," County of Los Angeles Department of Public Works, 1994.
6. "Draft Santa Clarita Valley Consolidated Traffic Model 2004 Update and Validation," City of Santa Clarita and County of Los Angeles Department of Public Works, June 2004.
7. "2004 Congestion Management Program for Los Angeles County," Los Angeles County Metropolitan Transportation Authority, July 2004.
8. "City of Santa Clarita General Plan Circulation Element," City of Santa Clarita, December 1997.

2.0 TRANSPORTATION SETTING

This chapter describes the transportation setting for the traffic analysis. Existing conditions are first discussed, followed by a description of the future circulation system as outlined in the City's Circulation Element.

2.1 EXISTING CONDITIONS

The following section describes existing traffic conditions in the study area. It includes a description of the study area roadway system, existing traffic volumes and corresponding levels of service as defined by the performance criteria outlined in the previous chapter.

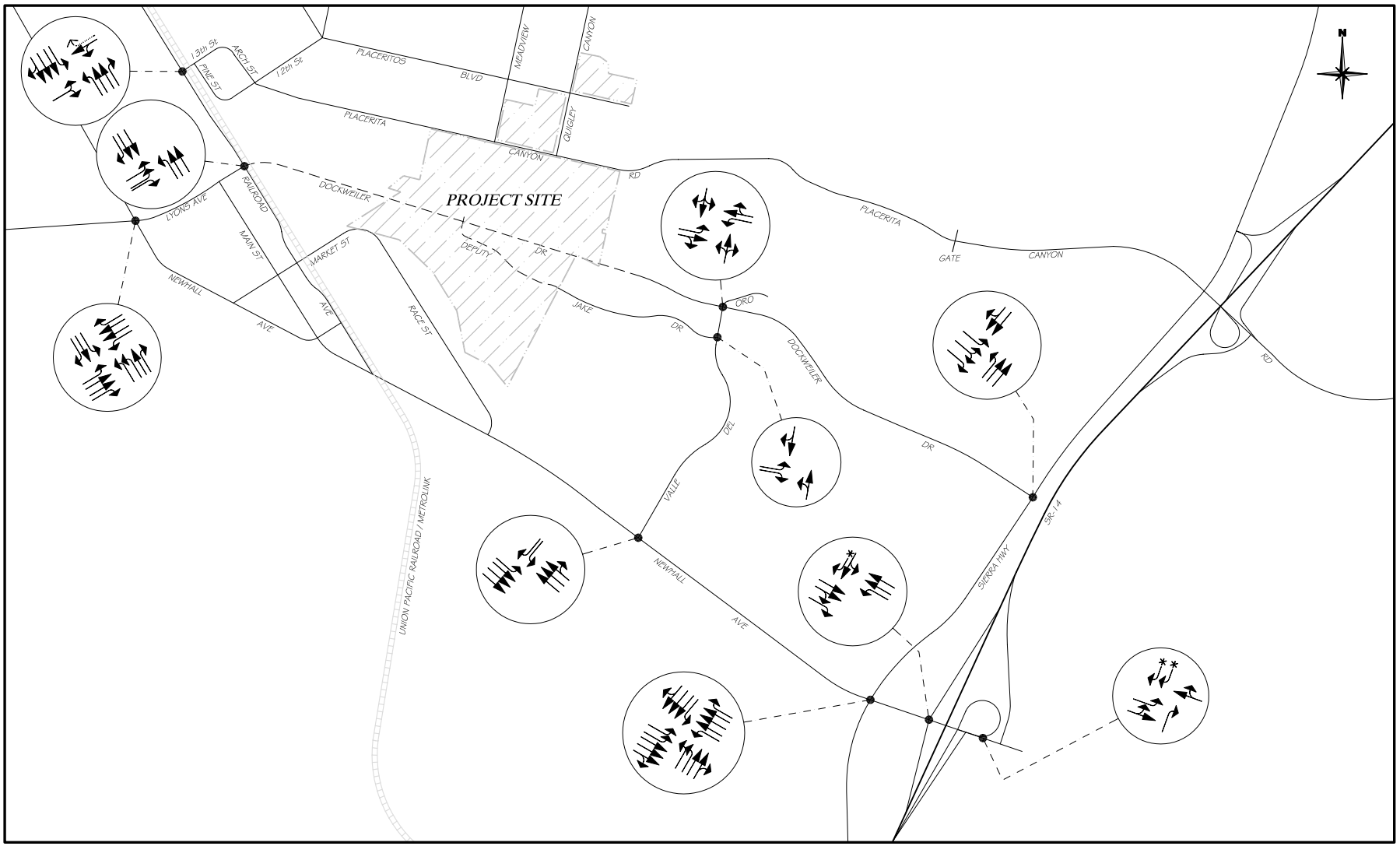
2.1.1 Existing Roadway System

The existing roadway network in the study area is illustrated in Figure 2-1 in the form of intersection lane configurations for the intersections being studied. Future planned roadways are also shown for comparison. Arterial roadways near the project site consist of Dockweiler Drive, Newhall Avenue, Railroad Avenue and Sierra Highway.

The State Route 14 (SR-14) and the Interstate 5 (I-5) freeways provide regional access to the site. The SR-14 freeway is located approximately 1.5 miles east of the project site and can be accessed via interchanges at Newhall Avenue and Placerita Canyon Road. The I-5 freeway is located approximately 2.5 miles west of the project site and can be accessed via the Pico Canyon Road/Lyons Canyon Road interchange.

2.1.2 Existing Traffic Volumes and Levels of Service

The existing average daily traffic (ADT) volumes on the study area roadway system are illustrated in Figure 2-2. Illustrations of peak hour turning movement volumes for the existing study area intersections can be found in Figure 2-3 and Figure 2-4 for the AM and PM peak hours, respectively. Peak hour counts have been collected specifically for this analysis in late 2006 and early 2007. For some locations, counts from the recent Downtown Newhall Specific Plan EIR (collected in 2005) were utilized. Each have been factored with a three percent annual growth factor to reflect 2008 conditions.



Legend

- Intersection Lane
- Defacto Right-turn Lane
- Free-flow Lane
- Future/Proposed Roadway

Figure 2-1

EXISTING ROADWAY SYSTEM

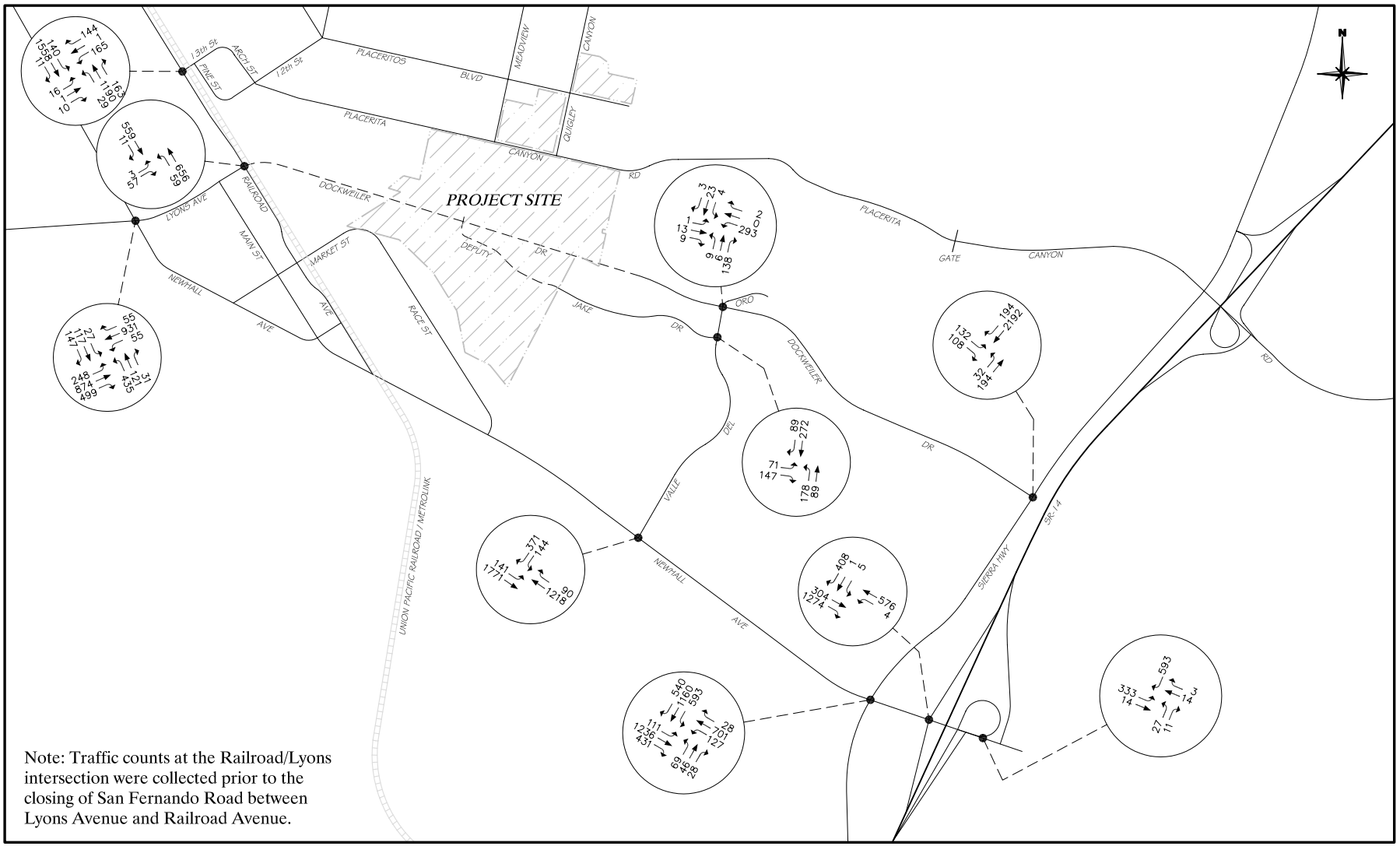
Legend

XX ADT Volume

– – – Future/Proposed Roadway

Figure 2-2

AVERAGE DAILY TRAFFIC VOLUMES
- EXISTING CONDITIONS



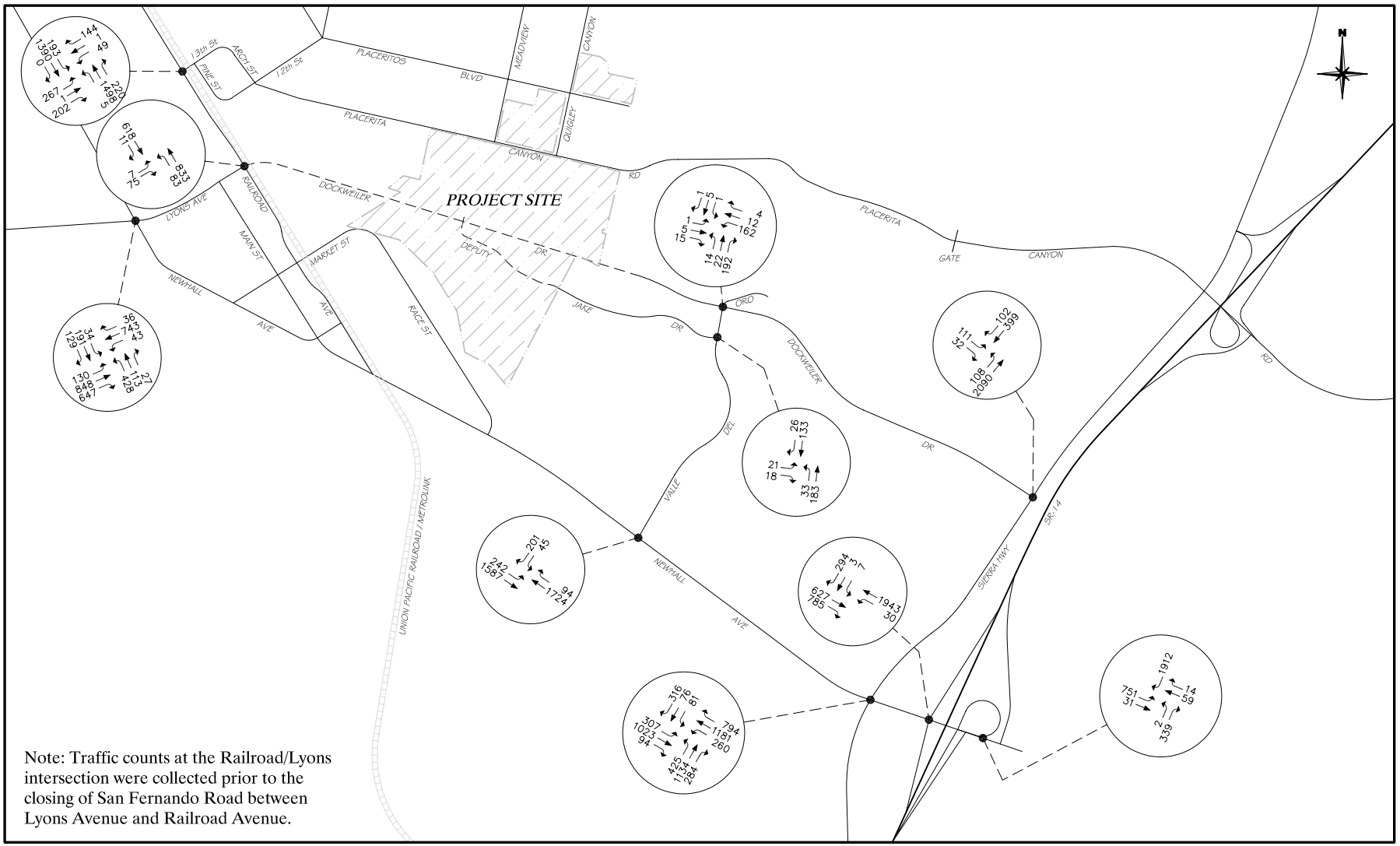
Legend

XX Intersection Volumes

– – – Future/Proposed Roadway

Figure 2-3

AM PEAK HOUR TURNING MOVEMENT VOLUMES - EXISTING CONDITIONS



Legend

XX Intersection Volumes

– – – Future/Proposed Roadway

Figure 2-4

PM PEAK HOUR TURNING MOVEMENT VOLUMES - EXISTING CONDITIONS

Not shown in the exhibits referenced in this section are the peak hour traffic counts that were collected within the Placerita Canyon neighborhood in the vicinity of the project site. These counts were collected in late 2006 and early 2007 specifically for this analysis and are discussed in greater detail in Section 3.1, Trip Generation.

A listing of ICU values and the corresponding LOS for existing conditions is provided in Table 2-1. Detailed ICU calculation worksheets are provided in Appendix A.

Table 2-1: ICU and LOS Summary - Existing (2008) Conditions

Intersection	AM Peak Hour		PM Peak Hour		Count Date[1]
	ICU	LOS	ICU	LOS	
1. Railroad Ave & 13th Street	.63	B	.94	E	2005[2]
2. Railroad Ave & Lyons Ave	.30	A	.34	A	2005[2]
3. Newhall Ave & Lyons Ave	.70	B	.63	B	2005[2]
4. Valle Del Oro & Dockweiler Drive	.37	A	.33	A	Jan. 2007
5. Valle Del Oro & Deputy Jake Drive	.45	A	.23	A	Jan. 2007
6. Valle Del Oro & Newhall Ave	.58	A	.62	B	Feb. 2007
7. Sierra Hwy & Dockweiler Drive	.84	D	.73	C	Jan. 2007
8. Sierra Hwy & Newhall Ave	.85	D	1.06	F	April 2006
9. SR-14 SB Ramps & Newhall Ave	.46	A	.67	B	April 2006
10. SR-14 NB Ramps & Newhall Ave	.23	A	.55	A	April 2006

[1]All counts factored and adjusted to reflect 2008 conditions.
[2]Source = Downtown Newhall Specific Plan EIR

Level of service ranges:
.00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 – 1.00 E
Above 1.00 F

2.1.3 Public Transportation

Santa Clarita Transit provides fixed-route transit in the vicinity of the project site via Routes 1, 2, 5 and 6. Routes 1 and 2 provide service between Canyon County (Whites Canyon) and Castaic/Val Verde via Newhall Avenue. Routes 5 and 6 provide service between Newhall, Stevenson Ranch and Canyon Country via Lyons Avenue, Newhall Avenue, and Market Street.

The nearest transit center is the Newhall Metrolink station, which is located just west of the project site near the intersection of Railroad Avenue and Market Street. Metrolink provides commuter rail service to areas such as Burbank and Downtown Los Angeles.

2.2 INTERIM YEAR SETTING

The Interim Year setting includes roadway improvements and future infrastructure consistent with the cumulative projects included within this horizon. Generally, this corresponds to a horizon year of around 2018 to 2020 based on anticipated Santa Clarita Valley growth rates from sources such as the Southern California Association of Governments (SCAG). While this horizon does not coincide specifically with the buildout of the project site, it represents the best timeframe for planning purposes since it includes a comprehensive set of cumulative development projects that have been incorporated into the SCVCTM. With this, a conservative scenario is established for analyzing the impacts of the proposed project combined with projected and approved growth on a reasonably expanded circulation system.

Major roadway projects that are part of the Interim Year setting include the following: the Cross Valley Connector gap closures, the Golden Valley Road extension, and the Via Princessa gap closure. Also typically included in the Interim Year setting is the extension of Dockweiler Drive to Railroad Avenue. For this analysis, the project has been evaluated both with and without the Dockweiler Drive extension to Railroad Avenue.

Interim Year land use is based on data provided by the City and County and includes approved, pending and planned development projects. The Interim Year land use database was updated specifically for this analysis based on the most recent data from the City regarding these future projects. Table 2-2 summarizes the total land use and trip generation statistics for the entire Santa Clarita Valley area for existing (2004), Interim Year (2018/2020), and Long-range General Plan (2030) conditions. A list of known cumulative projects in the vicinity of the proposed project (approximately a three mile radius from the project site) is provided in Table 2-3. These cumulative projects are part of the Interim Year database noted above.

Table 2-2: Land Use and ADT Summary - Cumulative Conditions

Land Use Type	Units	Existing (2004)		Interim Year (2018/2020)		Long-Range General Plan (2030)	
		Amount	ADT	Amount	ADT	Amount	ADT
Single Family Residential	DU	51,300	500,600	73,800	723,700	86,400	847,200
Multi-Family Residential	DU	25,600	202,700	42,300	329,100	61,700	475,900
Commercial Retail	MSF	9,600	540,000	15,900	856,900	21,600	1,153,500
Commercial Office	MSF	2,300	28,500	7,800	95,400	15,500	178,900
Industrial Park	MSF	18,300	107,000	42,300	249,400	41,300	243,200
Hotel	Rooms	1,000	8,100	1,500	12,300	1,600	13,200
Elem/Middle School	Stu.	32,500	47,100	46,800	67,900	50,500	73,200
High School	Stu.	13,200	23,700	18,600	33,300	23,400	42,000
Other	--		112,400		153,200		166,000
TOTAL	--		1,570,000		2,521,200		3,193,100

Notes:
DU = Dwelling Units
MSF = Million Square Feet
Stu. = Students

Table 2-3: Cumulative Projects

No.	Name and/or Location	Description
1	Tract 33608 – North of Pico Cyn Rd, south of Stevenson Ranch Pkwy and west of I-5	140 Single Family (SF) Residential Dwelling Units (DU), 4 Multi Family (MF) DU
2	Tract 44806 – North of Pico Cyn Rd and west of I-5	8 Commercial Condo Units
3	Stevenson Ranch Phase III – North of Pico Cyn Rd and west of The Old Road	94 SF DU 100 Condo/Townhouse DU 567 Apartment DU 5 Acre Park
4	Tract 48208 – South of Pico Cyn Rd and west of I-5	6 MF DU
5	Riverpark/Tract 53425 – North and south of Santa Clara River, terminus of Newhall Ranch Rd, south of Bouquet Cyn Rd and north of Soledad Cyn Rd	439 SF DU 744 MF DU 40 Thousand Square Feet (TSF) of Commercial Uses
6	Heritage Hills/Tract 65806 – Northwest and southwest corner of Dockweiler and Sierra Highway	190 SF DU
7	UCLA Film Archives – North of McBean Pkwy and west of Rockwell Cyn Rd	250 TSF Commercial Office
8	College of the Canyons Expansion – South of Valencia Blvd and west of Rockwell Cyn Rd	28 TSF Commercial Office 6,500 Students (additional)
9	Gate-King Industrial Park – South of San Fernando Rd, west of Sierra Hwy	4,200 TSF Industrial Park
10	Milestone/Tract 61811 – North side of Golden Valley Rd at Robert C. Lee Pkwy	167 SF DU (33 total acres)
11	Porta Bella/Whittaker-Bermite (partial) – South side of Soledad Cyn Rd and east of Circle J Ranch area	1,244 SF DU 1,667 MF DU 2,911 TSF of Commercial Uses 448.7 Acres of Open Space (approximately 50% of total project shown above is included in the interim year horizon)
12	Lyons Ranch/Tract 53653 – West of I-5 and south of Calgrove Blvd	95 SF DU 95 Senior Housing
13	Tract 62595 – South of Friendly Valley, north of Golden Valley Rd and terminus of Avenue of the Oaks	33 MF DU
14	Northwest corner of Golden Valley Road and McKeon Drive	105 TSF of Commercial Uses
15	Tract 53419 – North of Golden Valley Rd and northwest of Sierra Highway	111 MF DU
16	Downtown Newhall Specific Plan area	712 net new DU (1,402 total DU) 297.1 net new TSF (1,107.4 total TSF)
17	North Newhall Specific Plan area	628 DU - 673 DU 585 TSF – 840 TSF Non-Residential 1 Elementary School (673 DU, 632.5 TSF, 1 Hotel and 1 Elem. School included in the interim year horizon)

(Continued)

Table 2-3: Cumulative Projects (Continued)

No.	Name and/or Location	Description
18	Golden Valley Ranch/Tract 52414 – South of SR-14, north of Placerita Cyn Rd and west of Sand Cyn Rd	498 SF DU 618.8 TSF of Commercial Uses 1 Elementary School
19	Bridgeport Market Place – Northeast corner of McBean Pkwy and Newhall Ranch Rd	130 TSF of Commercial Uses 30 TSF Church 5 Acre Park
20	The Keystone – Northeast portion of the future intersection of Newhall Ranch Rd and Golden Valley Rd	319 SF DU 180 MF DU
21	Soledad Circle Estates – South of Soledad Cyn Rd at Penlon Court	147 SF DU
22	Soledad Village – South of Santa Clara River, north of Soledad Cyn Rd at Gladding Way	407 Condo DU (incl. 22 live/work units) 8 TSF of Commercial Uses
23	Henry Mayo Newhall Memorial Hospital Master Plan	127.363 net new TSF of Hospital 200.0 net new TSF of Medical Office
24	Town Center Mall Expansion	490 TSF of Commercial Uses
25	Newhall Gateway Plaza – Northeast corner of Sierra Hwy and Newhall Ave	22 TSF Shopping Center

Sources:
City of Santa Clarita Planning Division
Downtown Newhall Specific Plan
Draft North Newhall Specific Plan Land Use Matrix
Henry Mayo Newhall Memorial Hospital Master Plan Traffic Study
Town Center Mall Expansion Traffic Study

3.0 IMPACT ANALYSIS

3.1 TRIP GENERATION

The project description and site plan were presented in Section 1.1. Trip generation for the project is summarized in Table 3-1 and is followed by a detailed discussion on the derivation of the trip generation estimates.

Table 3-1: Trip Generation and Trip Rate Summary - Proposed Project

		AM Peak Hour			PM Peak Hour			
	Units	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**ADT**
Existing College								
College	1,105 STU	155	11	166	77	155	232	2,696
Future College								
College	1,700 STU	238	17	255	119	238	357	4,148
Condominiums	54 DU	5	26	31	25	14	39	432
Total		243	43	286	144	252	396	4,580
Net New Trips		**88**	**32**	**120**	**67**	**97**	**164**	**1,884**
Trip Rate								
College	STU	0.14	0.01	0.15	0.07	0.14	0.21	2.44
Condominium/Townhouse	DU	0.10	0.48	0.58	0.47	0.26	0.73	8.00
Trip rate sources: SCVCTM, ITE, Field Survey of Masters College								

The Institute of Transportations Engineers (ITE) *Trip Generation* Manual includes trip generation factors for Universities and Colleges (Category 550) that are derived from case studies of seven different institutions. Likewise, the SCVCTM includes a similar trip generation rate which has historically been used to estimate traffic generated by the colleges in the Santa Clarita Valley. However, due to the unique features of the Masters College facility, a detailed trip generation evaluation was undertaken for the purpose of determining appropriate rates for use in this Master Plan traffic study.

Masters College requires all unmarried students who are not living with their parents to live on campus. Six of the seven dormitory buildings are located on the main campus site and the seventh dormitory is located in nearby downtown Newhall. Many colleges and universities require the freshman class to live on campus but it is less common for virtually all students to live on campus in this manner.

While Masters College students are allowed to have their own automobiles (currently there is approximately 654 total according to the Master Plan), it is nonetheless reasonable to consider that this required living arrangement may result in trip generation rates that are lower than the "average" college or university.

The way that the Masters College facilities are distributed within the Placerita Canyon community makes it infeasible to take a direct measurement of the traffic volumes currently being generated by the school. Given the layout of the campus, College traffic is mixed in with the traffic generated by the adjacent community. To estimate the College's trip generation, traffic counts were collected on roadways (24 hour counts) and intersections (peak hour turning movement counts) within and immediately around the campus. Counts were collected in November 2006 while school was in session and again in January 2007 while the school was in winter recess. Appendix B contains these traffic count data sheets as reference.

By defining a cordon boundary around the campus area and collecting counts at each intersecting roadway, an indication of the College's trip generation can be derived by comparing the volumes entering and exiting the cordoned area. In addition to the College, several residential homes and a church are within the cordon boundary and the College trip generation estimate has been adjusted accordingly to account for these other uses. The field survey trip generation estimate indicates that the College generates peak hour (peak direction) traffic that is less than the ITE average peak hour (peak direction) rate. However, the field survey ADT estimate is similar to the ITE average ADT rate.

The City's traffic model (SCVCTM) estimates college trip generation with rates that are generally less than the ITE average rates. The SCVCTM rates are closer to the field survey estimates of a peak hour, peak direction rate but are lower than the estimated field survey ADT rate. Table 3-2 compares the field survey estimates of trip generation rates to the ITE and the SCVCTM rates. The table also shows the trip generation rates selected for use in this traffic study, which consist of a combination of the trip rates used by the SCVCTM and the rates derived from the survey of the existing Masters College area. The specific rates have been selected based on a criteria of providing a conservative analysis appropriate for an EIR impact study. The ITE rates are not utilized in this traffic study since the unique features of the campus, as noted above, differentiate it from the "average" college or university represented by the ITE rates

Table 3-2: Trip Rate Comparison - Masters College

	AM Peak Hour			PM Peak Hour			
	IB	**OB**	**Total**	**IB**	**OB**	**Total**	**ADT**
Field Survey Estimate	.14	.01	.15	.09	.12	.21	2.44
ITE Average Rate	.17	.04	.21	.06	.15	.21	2.38
SCVCTM Rate	.13	.01	.14	.07	.14	.21	1.54
Trip Rate utilized for EIR Traffic Study[1]	**.14**	**.01**	**.15**	**.07**	**.14**	**.21**	**2.44**

[1]Combination of SCVCTM rate and Field Survey

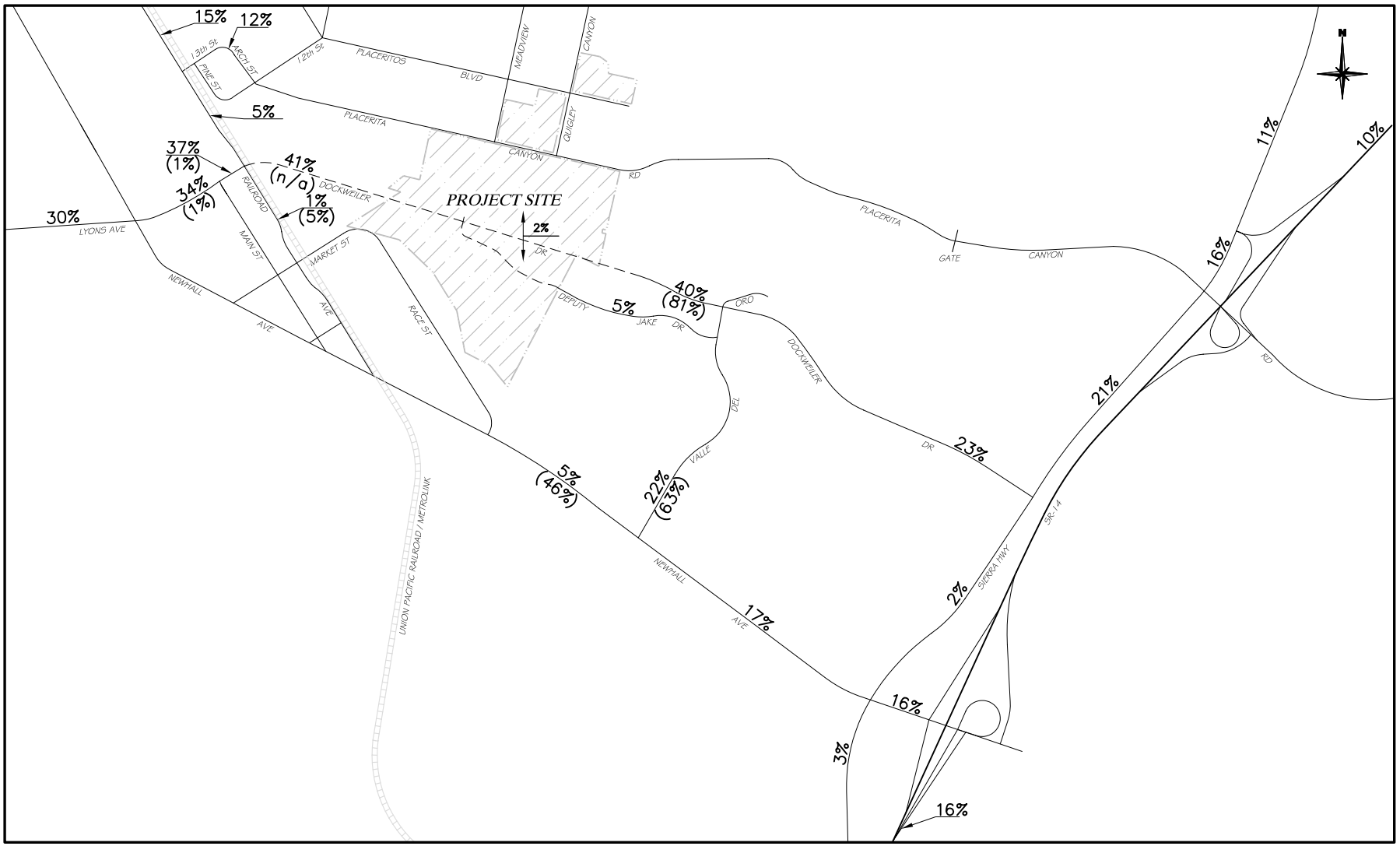
The Masters College project description also includes 54 condominium units in addition to the proposed expansion of the College facilities. Consistent with other traffic studies prepared by the City of Santa Clarita, the townhome/condominium trip generation rates from the SCVCTM are utilized in this analysis.

As shown in the previously referenced table, the Master Plan project is forecast to generate an additional 1,900 daily trips as compared to the daily trips currently generated by the campus. Peak hour forecasts consist of 120 additional trips in the AM peak hour (88 inbound) and 164 additional trips in the PM peak hour (97 outbound).

The Master Plan project total, including the existing trips generated by the College, is forecast to generate approximately 4,600 daily trips. Peak hour forecasts consist of 286 trips in the AM peak hour (243 inbound) and 396 trips in the PM peak hour (252 outbound).

3.2 TRIP DISTRIBUTION

The distribution of trips to and from the project site is calculated by the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). Figure 3-1 summarizes the general distribution of project traffic based on a 24 hour period, as derived using SCVCTM model runs prepared specifically for this analysis.



Legend

XX% Project Distribution with Dockweiler Extension
(YY%) Project Distribution without Dockweiler Extension
– – – Future/Proposed Roadway

Figure 3-1

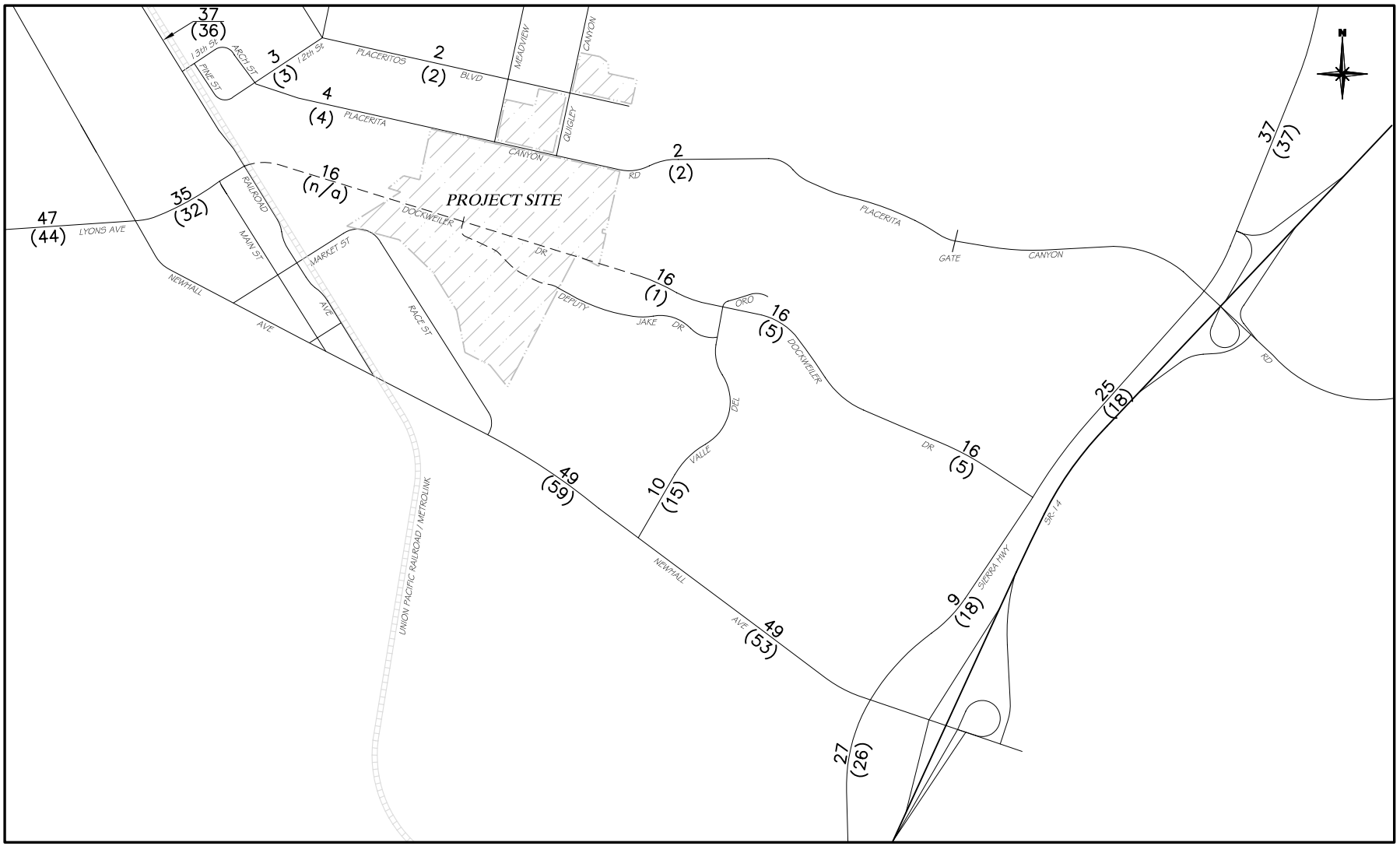
PROJECT DISTRIBUTION

When using a traffic forecasting model to produce future traffic projections with and without a proposed land use development project, separate "runs" of the traffic model are typically performed with and without the project. These separate runs assume that no changes occur to the surrounding land uses or to traffic generation within or beyond the study area, other than on the project site. Hence, while there is a net increase in trip generation locally due to the project, many trips within the study area are redirected to the project site and therefore are not necessarily "new" trips as far as the study area circulation system is concerned. In other words, the project traffic is not merely added to no-project traffic conditions by the model, but instead the project trips interact with surrounding land uses in a manner that changes the distribution patterns of non-project trips. Because the model derives a discrete set of forecasts for each of the peak hours (i.e., the AM and the PM peak hour), the unique characteristics of each of these time periods is reflected in the assignment of traffic volumes.

As noted previously, one of the scenarios evaluated in this study is based on the planned extension of Dockweiler Drive to Railroad Avenue. This connection will change the existing traffic patterns within the study area, including the existing Masters College traffic patterns, and is reflected in the model runs for this scenario. For the purpose of this study, the extension is presumed to connect with Railroad Avenue at the intersection of Lyons Avenue.

ADT volumes for Interim Year conditions without the project are provided in Figure 3-2, with volumes illustrated for conditions with and without extension of Dockweiler Drive to Lyons Avenue. Figure 3-3 illustrates the Interim Year AM peak hour volumes for no project conditions without the extension of Dockweiler Drive to Lyons Avenue. Figure 3-4 illustrates the corresponding set of AM peak hour volumes with the Dockweiler Drive extension. Figure 3-5 and Figure 3-6 provide the comparable set of volumes for PM peak hour conditions.

With the proposed project, the ADT volumes illustrated in Figure 3-7 result. Figure 3-8 illustrates the Interim Year AM peak hour conditions without the extension of Dockweiler Drive to Lyons Avenue. Figure 3-9 illustrates the corresponding set of AM peak hour volumes with the Dockweiler Drive extension, with the proposed project. Figure 3-10 and Figure 3-11 provide the comparable set of volumes for PM peak hour conditions with the proposed project.



Legend

XX ADT With Dockweiler Extension
(XX) ADT Without Dockweiler Extension

Figure 3-2

AVERAGE DAILY TRAFFIC VOLUMES
- INTERIM YEAR WITHOUT PROJECT

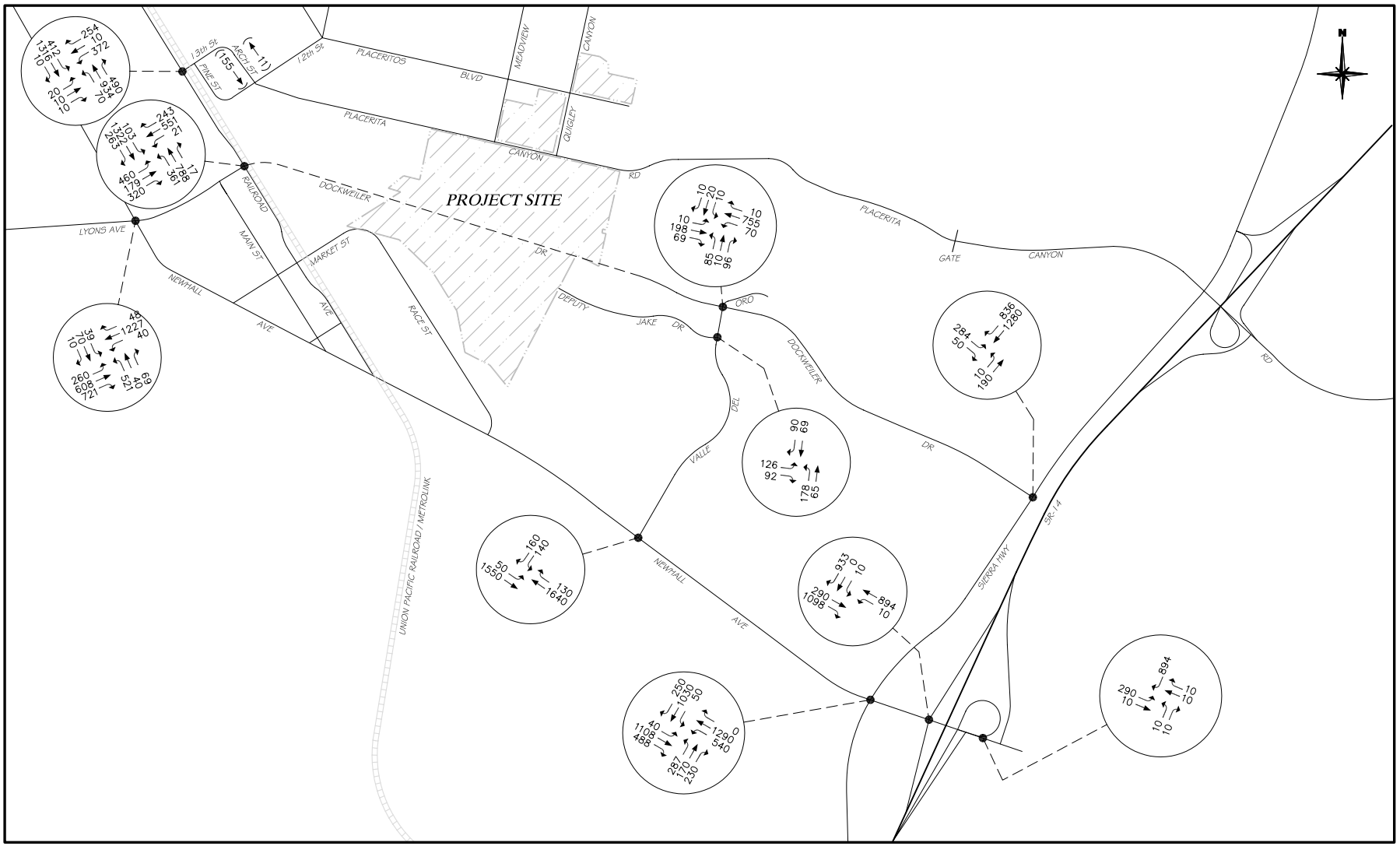
Legend

xx Peak-Hour Intersection Volume

(xx) Existing College Traffic Volume

Figure 3-3

AM PEAK HOUR VOLUMES - WITHOUT PROJECT, WITHOUT DOCKWEILER EXTENSION



Legend

xx Peak-Hour Intersection Volume

(xx) Existing College Traffic Volume

Figure 3-4

AM PEAK HOUR VOLUMES - WITHOUT PROJECT, WITH DOCKWEILER EXTENSION

Legend

xx — Peak-Hour Intersection Volume

(xx) — Existing College Traffic Volume

Figure 3-5

PM PEAK HOUR VOLUMES - WITHOUT PROJECT, WITHOUT DOCKWEILER EXTENSION

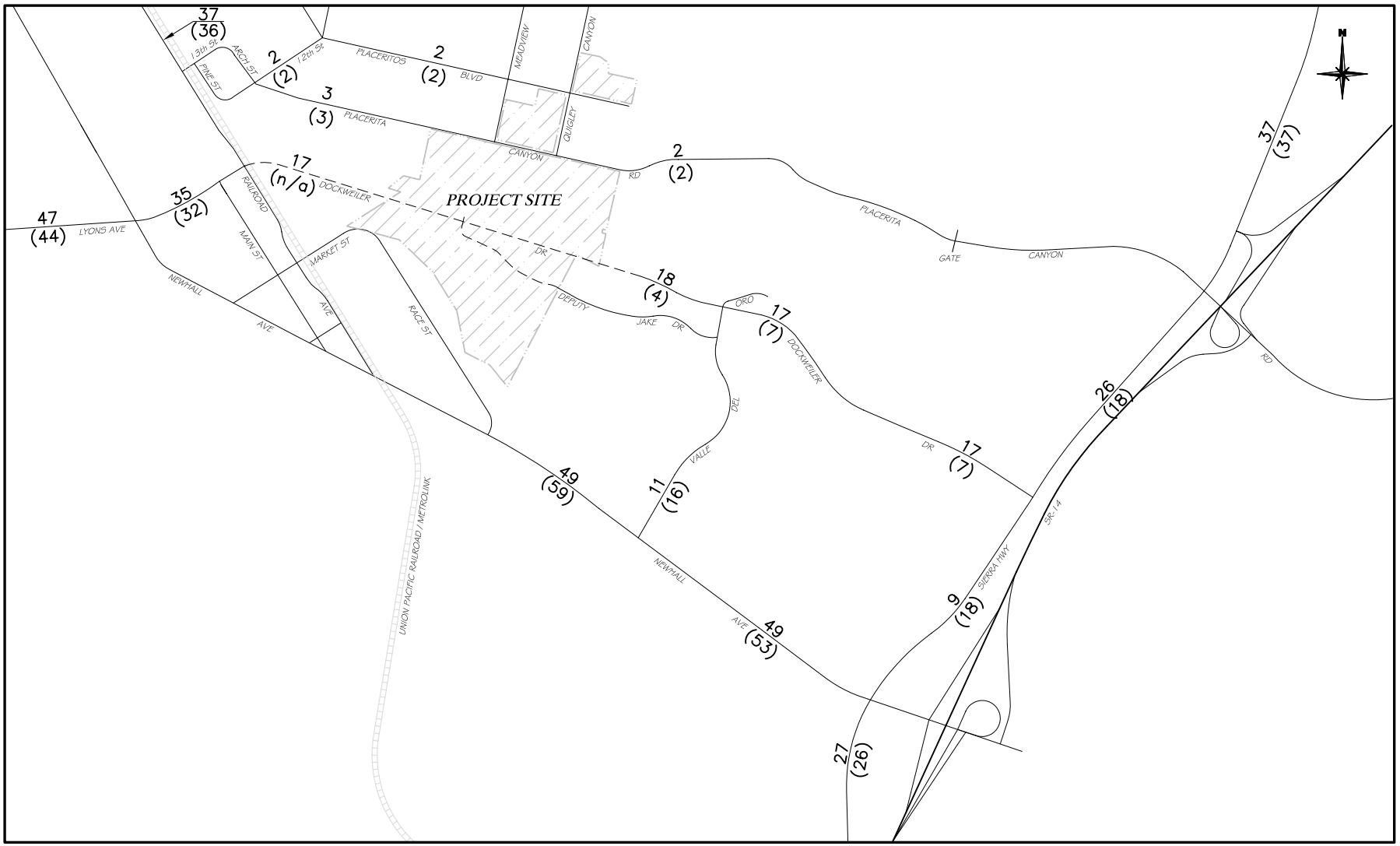
Legend

xx Peak-Hour Intersection Volume

(xx) Existing College Traffic Volume

Figure 3-6

PM PEAK HOUR VOLUMES - WITHOUT PROJECT, WITH DOCKWEILER EXTENSION

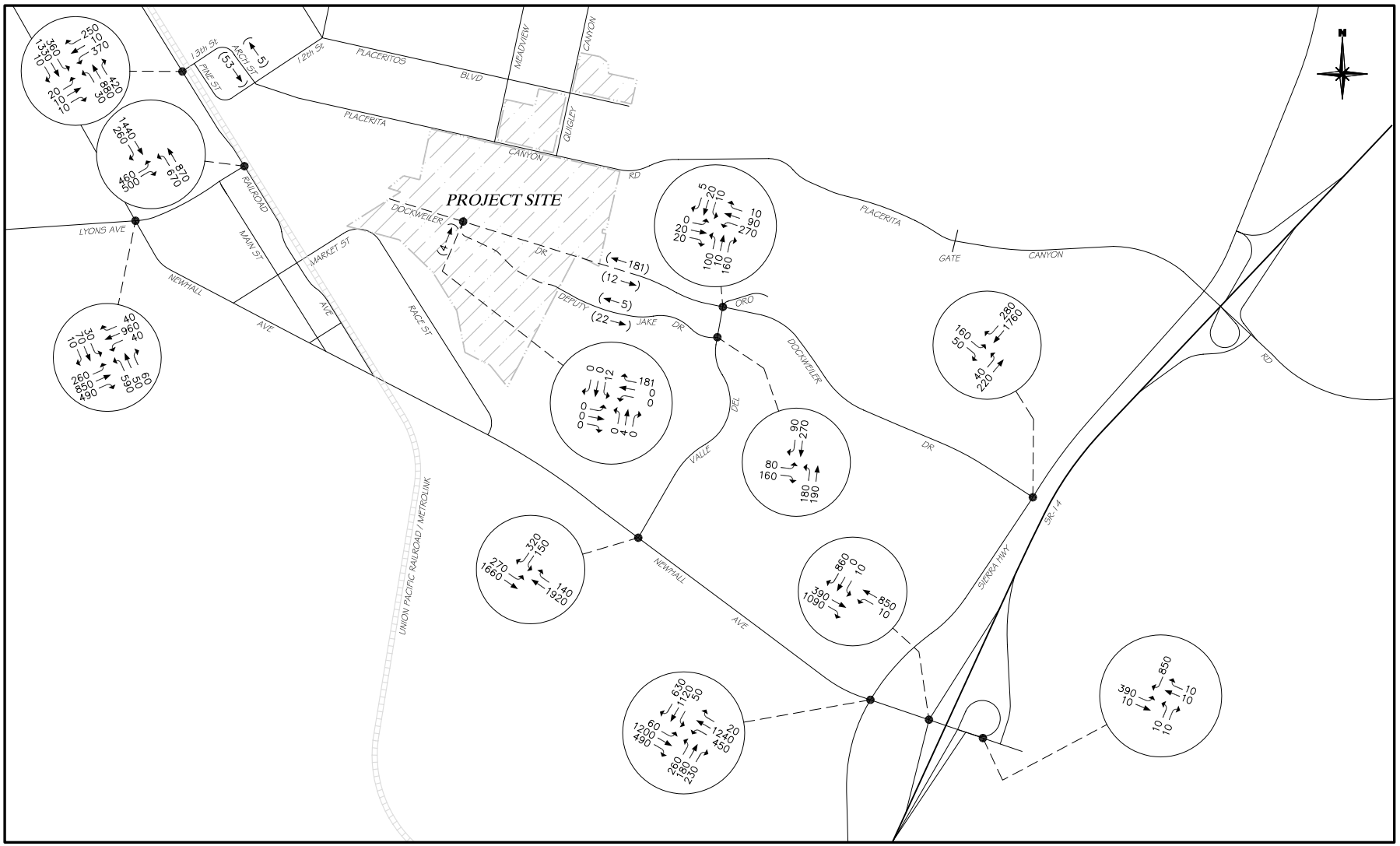


Legend

XX ADT With Dockweiler Extension
(XX) ADT Without Dockweiler Extension

Figure 3-7

AVERAGE DAILY TRAFFIC VOLUMES
- INTERIM YEAR WITH PROJECT



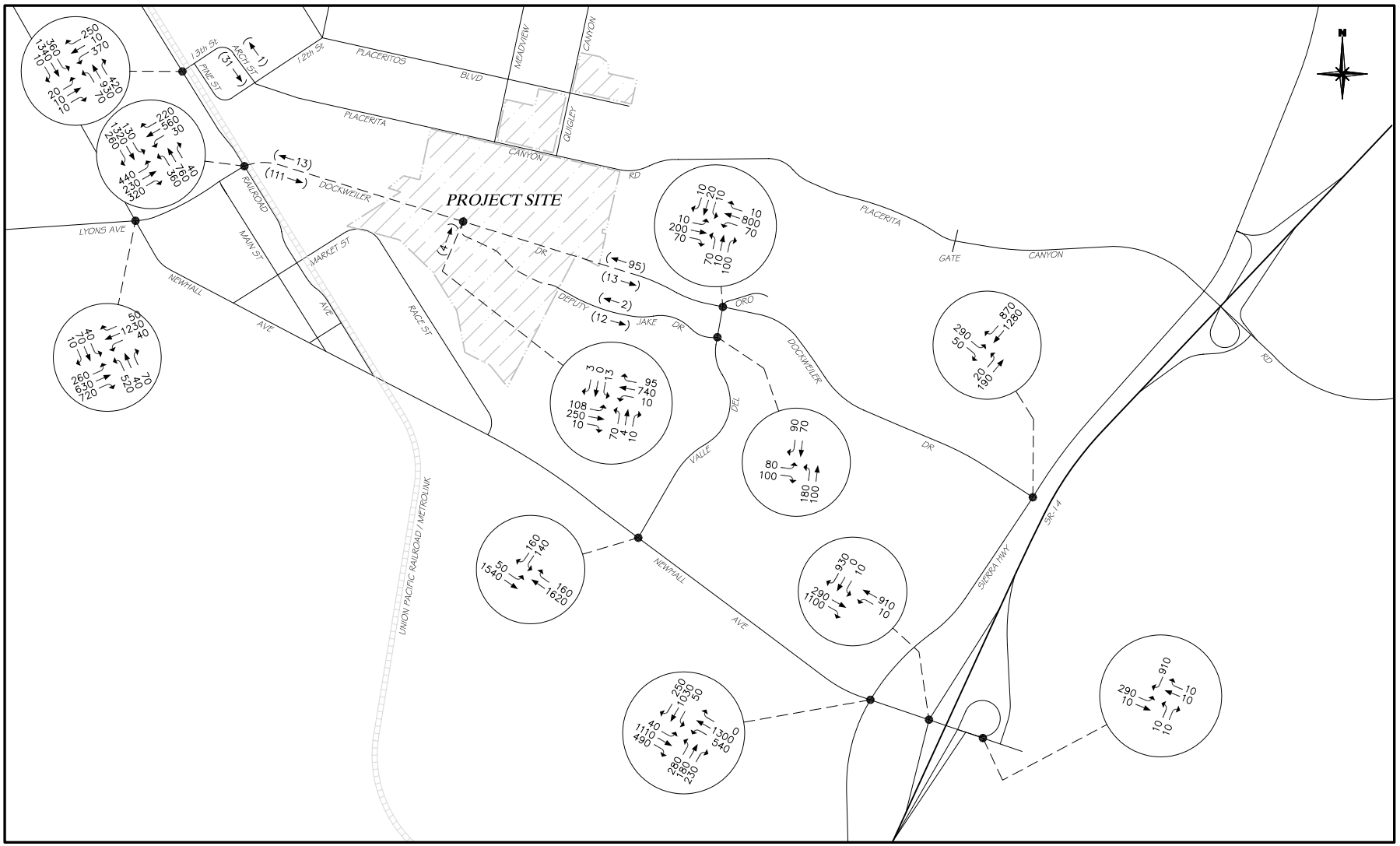
Legend

xx Peak-Hour Intersection Volume

(xx) Existing + Project College Traffic Volume

Figure 3-8

AM PEAK HOUR VOLUMES - WITH PROJECT, WITHOUT DOCKWEILER EXTENSION



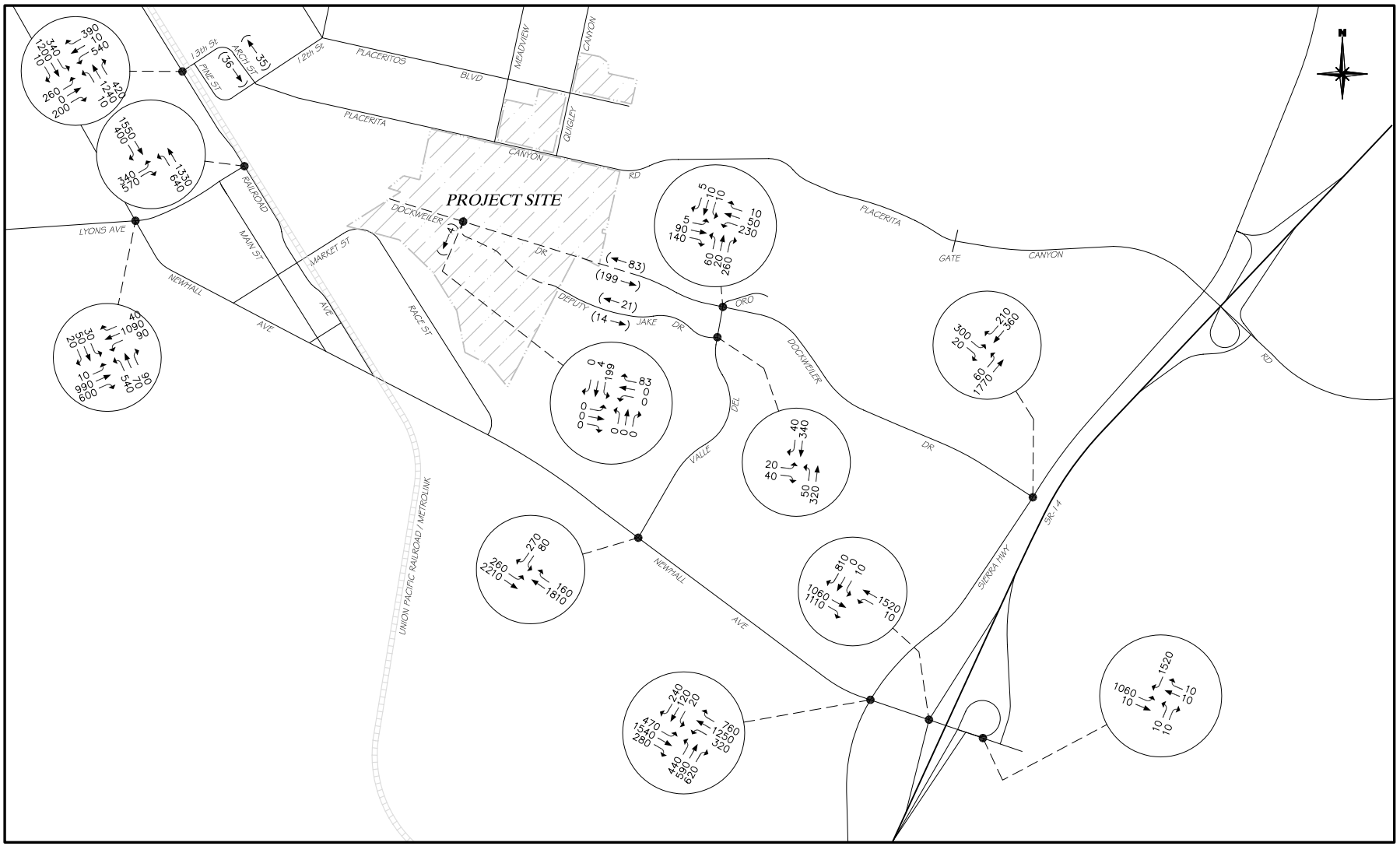
Legend

xx Peak-Hour Intersection Volume

(xx) Existing + Project College Traffic Volume

Figure 3-9

AM PEAK HOUR VOLUMES - WITH PROJECT, WITH DOCKWEILER EXTENSION



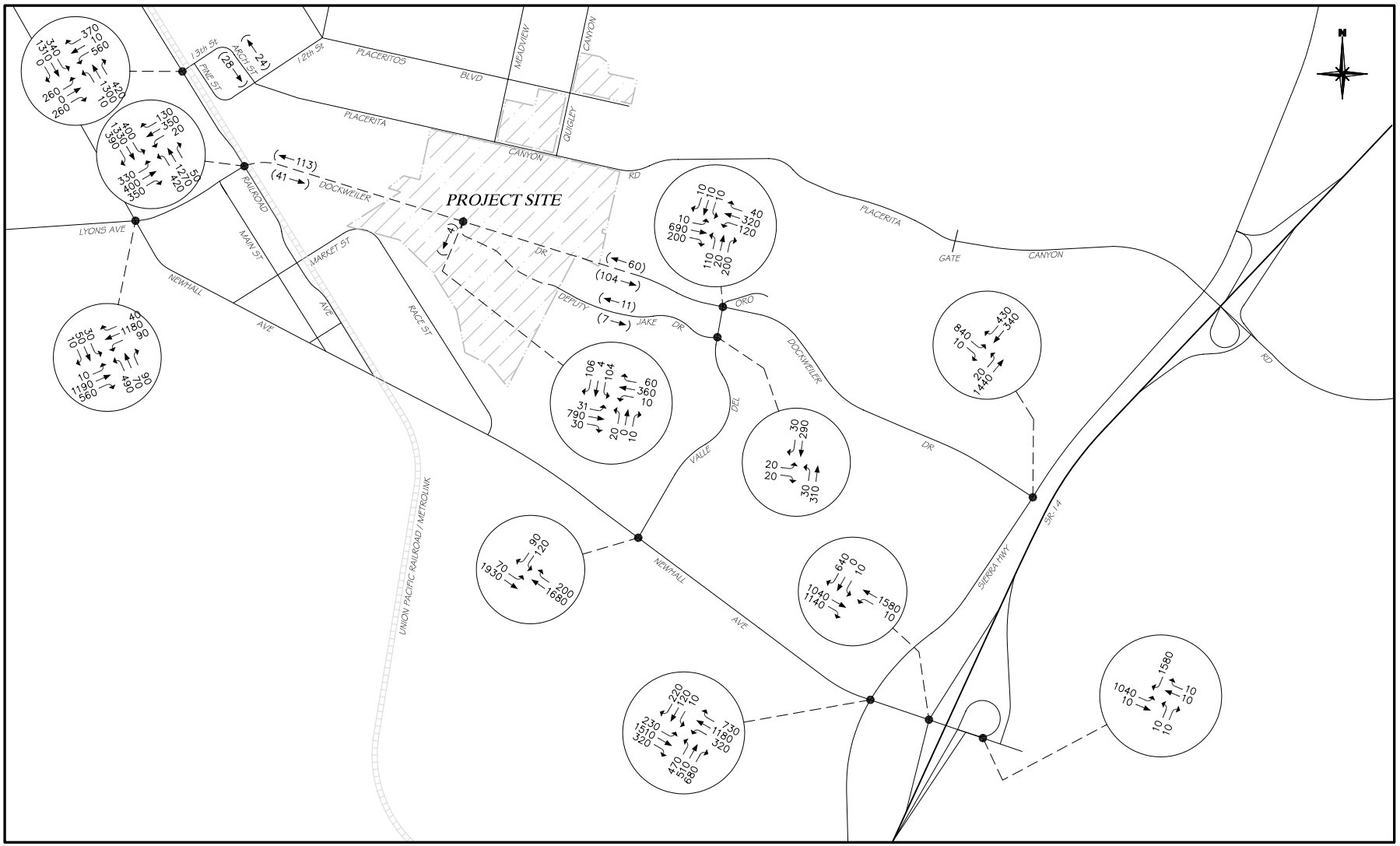
Legend

xx Peak-Hour Intersection Volume

(xx) Existing + Project College Traffic Volume

Figure 3-10

PM PEAK HOUR VOLUMES - WITH PROJECT, WITHOUT DOCKWEILER EXTENSION



Legend

xx Peak-Hour Intersection Volume

(xx) Existing + Project College Traffic Volume

Figure 3-11

PM PEAK HOUR VOLUMES - WITH PROJECT, WITH DOCKWEILER EXTENSION

In each of the figures referenced above, the estimated number of trips to and from the College is shown in parenthesis. For no project conditions, these trips utilize the 13th Street connection to Placerita Canyon Road exclusively. For with project conditions, the majority of College trips will utilize the new Dockweiler Drive entry point and a reduction of College traffic on Placerita Canyon Road results.

3.3 LEVEL OF SERVICE ANALYSIS

A level of service analysis is prepared to determine if the proposed project causes a significant impact to the intersections within the project study area. ICU values are calculated with and without project traffic and the impact criteria described in Section 1.4 is used to determine significant impacts.

A matrix of ICU values for conditions with and without the proposed project and with and without the Dockweiler Drive extension is provided in Table 3-3. The ICUs have been calculated using the Interim Year traffic volume forecasts presented in the previous section and with the intersection lane geometry illustrated in Figure 3-12, which includes improvements anticipated to be in place before development of the project occurs. These improvements correspond with the "2010 Build" roadway network documented in the Downtown Newhall Specific Plan EIR and are utilized for background conditions without the Dockweiler Drive extension to Lyons Avenue. For background conditions with the Dockweiler Drive extension, intersection lanes at the Newhall Avenue/Dockweiler Drive intersection were estimated based on the minimum lane requirements needed to accommodate the anticipated traffic at this location for no-project conditions.

As shown in the previously referenced Table 3-3, the project does not result in a significant impact for the study area locations addressed here, for either the scenario with or without the Dockweiler Drive extension. However, a CMP impact has been identified as discussed in the following section.

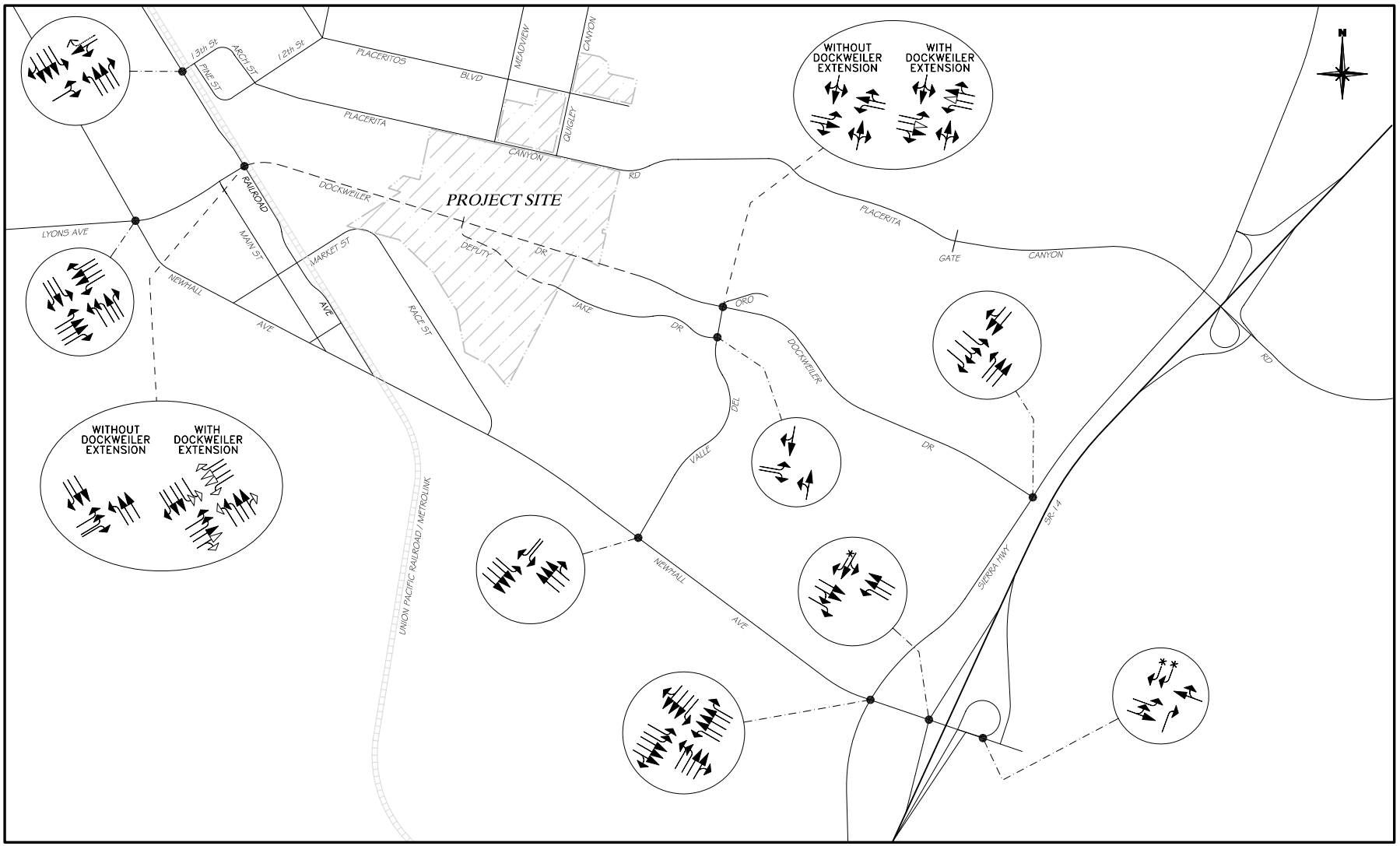
3.4 CMP ANALYSIS

The Los Angeles County Congestion Management Program (CMP) requires that a proposed development address two major subject areas with respect to traffic impacts. These are the project's impacts on the CMP highway system and on the local and regional transit systems.

Table 3-3: ICU and LOS Summary - Interim Year with and without Project

	Without Dockweiler Drive Extension					With Dockweiler Drive Extension				
	No Project		With Proj.			No Project		With Proj.		
Location	**ICU**	**LOS**	**ICU**	**LOS**	**Chg.**	**ICU**	**LOS**	**ICU**	**LOS**	**Chg.**
AM Peak Hour										
1. Railroad Ave & 13th St	.81	D	.79	C	-.02	.84	D	.81	D	-.03
2. Railroad Ave & Lyons Ave	1.03	F	1.02	F	-.01	.87	D	.87	D	.00
3. Newhall Ave & Lyons Ave	.73	C	.73	C	.00	.79	C	.79	C	.00
4. Valle Del Oro & Dockweiler Dr	.38	A	.43	A	.05	.45	A	.45	A	.00
5. Valle Del Oro & Deputy Jake Dr	.44	A	.46	A	.02	.36	A	.34	A	-.02
6. Valle Del Oro & Newhall Ave	.71	C	.73	C	.02	.55	A	.55	A	.00
7. Sierra Hwy & Dockweiler Dr	.72	C	.75	C	.03	.79	C	.80	C	.01
8. Sierra Hwy & Newhall Ave	1.08	F	1.07	F	-.01	1.03	F	1.03	F	.00
9. SR-14 SB Ramps & Newhall Ave	.43	A	.43	A	.00	.43	A	.43	A	.00
10. SR-14 NB Ramps & Newhall Ave	.23	A	.23	A	.00	.21	A	.21	A	.00
11. Masters College & Dockweiler	--	--	.16	A	--	--	--	.46	A	--
PM Peak Hour										
1. Railroad Ave & 13th St	1.26	F	1.21	F	-.05	1.33	F	1.28	F	-.05
2. Railroad Ave & Lyons Ave	1.01	F	1.01	F	.00	.82	D	.82	D	.00
3. Newhall Ave & Lyons Ave	.62	B	.61	B	-.01	.66	B	.66	B	.00
4. Valle Del Oro & Dockweiler Dr	.43	A	.56	A	.13	.61	B	.62	B	.01
5. Valle Del Oro & Deputy Jake Dr	.29	A	.36	A	.07	.30	A	.31	A	.01
6. Valle Del Oro & Newhall Ave	.65	B	.68	B	.03	.56	A	.57	A	.01
7. Sierra Hwy & Dockweiler Dr	.67	B	.70	B	.03	.74	C	.75	C	.01
8. Sierra Hwy & Newhall Ave	1.00	E	1.00	E	.00	.93	E	.93	E	.00
9. SR-14 SB Ramps & Newhall Ave	.54	A	.54	A	.00	.56	A	.56	A	.00
10. SR-14 NB Ramps & Newhall Ave	.43	A	.43	A	.00	.42	A	.42	A	.00
11. Masters College & Dockweiler	--	--	.23	A	--	--	--	.42	A	--

Level of service ranges:
.00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 – 1.00 E
Above 1.00 F



Legend

- Intersection Lane
- Free-flow Lane
- Future Intersection Lane (Background Conditions)
- Future/Proposed Roadway
- Defacto Right-turn Lane

Figure 3-12

INTERIM YEAR (BASELINE) INTERSECTION LANES

According to the CMP guidelines, the geographical area examined in a CMP traffic impact analysis (TIA) consists of the CMP monitoring locations that meet the following criteria:

1. CMP intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
2. Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP intersections to the project site are Newhall Avenue at Lyons Avenue, Newhall Avenue at Sierra Highway, and Sierra Highway at Placerita Canyon Road. Of these three intersections, one (Sierra Highway at Placerita Canyon Road) meets the CMP criteria noted above. The net amount of new traffic added to the Sierra Highway at Placerita Canyon Road intersection is 55 vehicles in the AM peak hour and 97 in the PM peak hour, for the scenario without the Dockweiler Drive extension to Lyons Avenue. With the Dockweiler Drive extension, the net amount of new traffic added to this intersection is 40 vehicles in the AM peak hour and 97 in the PM peak hour.

Important to note is that the traffic increases noted above include both the new traffic generated by the project and the redistribution of existing Masters College traffic that occurs with the proposed new main entry on Dockweiler Drive. When only the new traffic generated by the College expansion is considered (i.e., not including the redistribution of the existing College traffic due to the new entry location), the project is under the 50 trip threshold. Nonetheless, an evaluation of the intersection has been prepared in accordance with the CMP guidelines. Since the intersection in question is outside of the project study area, additional Interim Year forecasts were obtained for the purpose of this CMP analysis from the same SCVCTM model runs used for the evaluation of the study area intersections.

CMP methodology states that a significant project impact occurs when the proposed project increases traffic demand at a CMP monitoring location by two percent of capacity ($V/C \geq .02$), causing or worsening LOS "F". A summary of the CMP intersection analysis is provided in Table 3-4, which shows that the project results in a significant impact at this location. Mitigation that addresses the impact is provided in Section 4.0.

The CMP freeway monitoring location nearest to the project site is SR-14 between Newhall Avenue and I-5. The net amount of new traffic added to the freeway monitoring location (by direction) is

16 vehicles in the AM peak hour and 12 in the PM peak hour. Therefore the project does not meet the CMP criteria for a freeway analysis.

Table 3-4: ICU and LOS Summary – CMP Intersection Analysis

	Without Dockweiler Drive Extension					With Dockweiler Drive Extension				
	No Project		With Proj.			No Project		With Proj.		
Location	**ICU**	**LOS**	**ICU**	**LOS**	**Chg.**	**ICU**	**LOS**	**ICU**	**LOS**	**Chg.**
AM Peak Hour										
12. Sierra Highway & Placerita Canyon										
with CMP methodology	.97	E	.98	E	.01	1.02	F	1.03	F	.01
with City methodology	.90	D	.91	E	**.01**	.94	E	.95	E	**.01**
PM Peak Hour										
12. Sierra Highway & Placerita Canyon										
with CMP methodology	1.23	F	1.25	F	**.02**	1.27	F	1.29	F	**.02**
with City methodology	1.13	F	1.15	F	**.02**	1.17	F	1.18	F	**.01**

Values shown in bold represent a significant project impact (see Section 3.4 for CMP impact criteria and Section 1.4 for City impact criteria).

Level of service ranges:

.00 - .60	A
.61 - .70	B
.71 - .80	C
.81 - .90	D
.91 – 1.00	E
Above 1.00	F

Another component of the CMP transportation impact analysis is a review of transit impacts. This review includes evidence that transit operators received the Notice of Preparation (included in the project EIR), identification of existing transit services near the project, estimation of the number of project trips assigned to transit, information on facilities and/or programs that will encourage public transit use, and an analysis of project impacts on transit service.

The existing transit services in the vicinity of the project site are discussed in Section 2.1.3. An estimation of total project transit trips is accomplished by using the CMP guidelines to first estimate total project person trips and from that value, estimate total project transit trips. The CMP guidelines specify an occupancy factor of 1.4 to convert ADT to person trips. Since the project is further than ¼ mile (walking distance) from an existing transit center, the CMP guidelines then prescribe using a factor of 3.5% to convert person trips to transit trips. Applying these factors results in 90 new total daily transit trips and approximately 8 new peak hour transit trips due to the proposed project.

The City of Santa Clarita does not have level of service standards for transit service that are applicable to future development such as the proposed project. Transit service is evaluated and funded on an as-needed basis. If enhancements to the current fixed route service, such as to the existing transit center, will be needed in the future, the project should coordinate with the transit provider to identify appropriate measures.

4.0 MITIGATION

4.1 PROPOSED MITIGATION MEASURES

Section 3.4 identified significant project impacts for CMP monitoring intersections based on CMP impact analysis methodology. The impacted intersection is as follows:

- Sierra Highway & Placerita Canyon Road

At the CMP monitoring intersection of Sierra Highway & Placerita Canyon Road, the project has been shown to cause a significant impact. Intersection improvements have been identified that mitigate the projects impacts. The recommended improvements are as follows:

- Add a separate northbound (Sierra Highway) right-turn lane (striping).
- Reconfigure the two westbound (Placerita Canyon Road) through lanes to a shared left/through/right-turn lane and a dedicated right-turn lane (striping).
- Modify the traffic signal for split-phasing for Placerita Canyon Road approaches and provide right-turn overlap phasing for northbound (Sierra Highway) right-turns.

Table 4-1 summarizes the mitigation measures noted above. Table 4-2 summarizes the intersection ICUs and LOS with the implementation of these recommended mitigation measures and shows that the recommended mitigation measures will fully mitigate the impacts of the proposed project.

Table 4-1: Mitigation Summary

Intersection	Mitigation
12. Sierra Highway & Placerita Canyon	Add a separate northbound (Sierra Highway) right-turn lane (striping) Reconfigure the two westbound (Placerita Canyon Road) through lanes to a shared left/through/right-turn lane and a dedicated right-turn lane (striping) Modify the traffic signal for split-phasing for Placerita Canyon Road approaches (signal modification) Modify the traffic signal to provide right-turn overlap phasing for northbound (Sierra Highway) right-turns (signal modification)

Table 4-2: ICU and LOS Summary - With Mitigation

Location	Without Dockweiler Drive Extension					With Dockweiler Drive Extension				
	No Project		With Proj. & Mitigation			No Project		With Proj. & Mitigation		
	ICU	LOS	ICU	LOS	Chg.	ICU	LOS	ICU	LOS	Chg.[1]
AM Peak Hour										
12. Sierra Highway & Placerita Cyn										
with CMP methodology	.97	E	.89	D	-.08	1.02	F	.92	E	-.05/-.10
with City methodology	.90	D	.83	D	-.07	.94	E	.85	D	-.05/-.09
PM Peak Hour										
12. Sierra Highway & Placerita Cyn										
with CMP methodology	1.23	F	.94	E	-.29	1.27	F	.93	E	-.30/-.34
with City methodology	1.13	F	.87	D	-.26	1.17	F	.86	D	-.27/-.31

[1]Change compared to No-project without Dockweiler Extension / Change compared to No-project with Dockweiler Extension

Level of service ranges:

.00 - .60	A
.61 - .70	B
.71 - .80	C
.81 - .90	D
.91 – 1.00	E
Above 1.00	F

Appendix A
INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure A-1.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

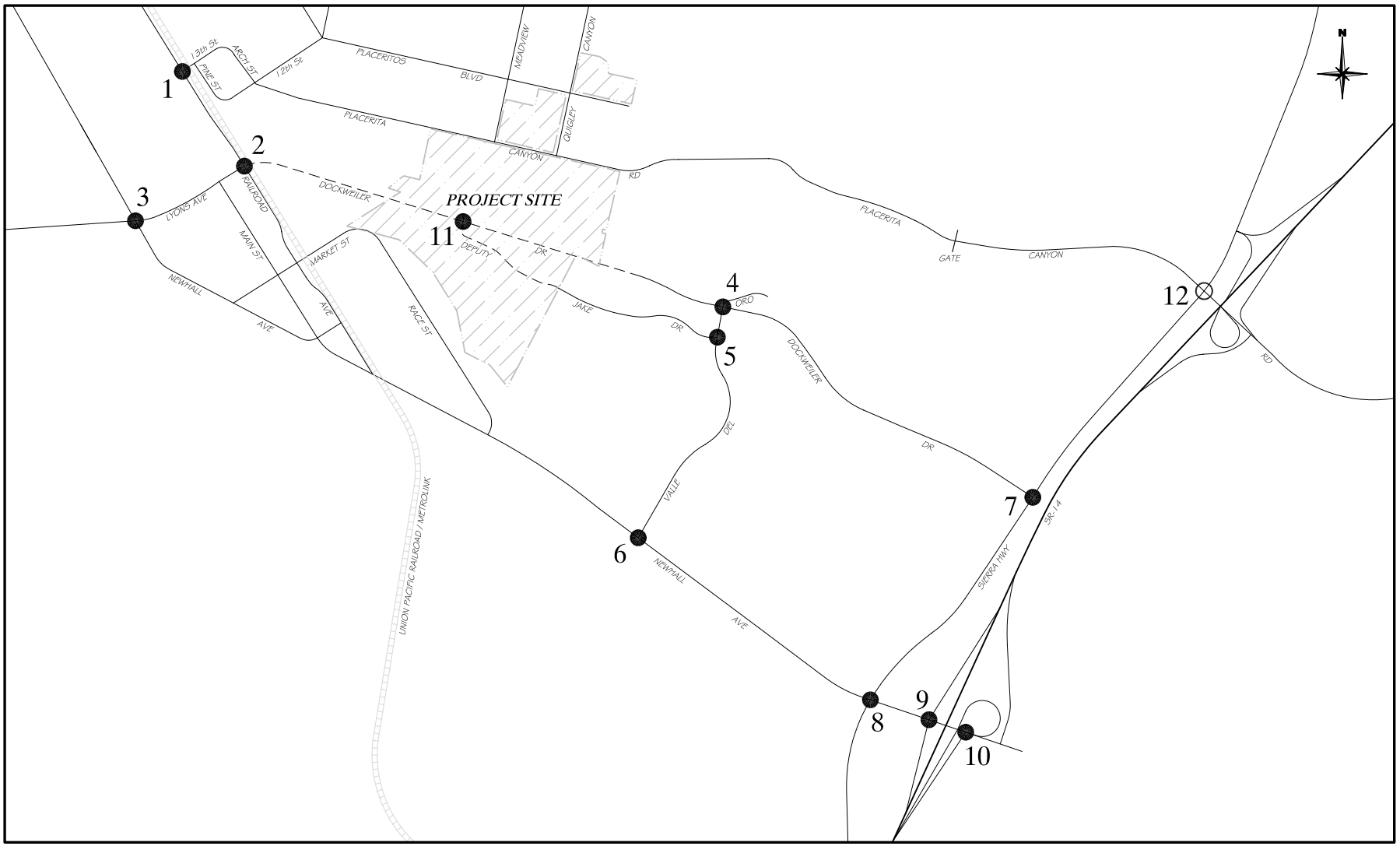
Example of Right-turn Capacity Utilization For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:
RTOG = V/C (NBT)
Otherwise,
RTOG = V/C (NBL) + V/C (SBT) - V/C (SBL)

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:
RTOR = V/C (WBL)
Otherwise,
RTOR = V/C (EBL) + V/C (WBT) - V/C (EBT)



Legend

- Study Area Intersection
- CMP Analysis Intersection
- Future/Proposed Roadway

Figure A-1

INTERSECTION LOCATION NUMBERS

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

RTOG = RTOG + V/C (WBL)
RTOR = RTOR - V/C (WBL)

4. Total Right-Turn Capacity (RTC) Availability For NBR

RTC = RTOG + factor x RTOR
Where factor = RTOR saturation flow factor (typically 75%)

5. Right-turn Adjustment for ICU Calculation

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example of Shared Lane Utilization for Shared Left/Through Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Lanes (including shared lane)}}.$$

2. ALV for Each Approach

$$ALV\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}.$$

$$ALV\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}.$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}.$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}.$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$V/C\ (Left) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}.$$

$$V/C\ (Through) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}.$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$V/C\ (Left/Through) = \frac{\text{Left-Turn Volume + Through Volume}}{\text{Total Left + Through Approach Capacity (including shared lane)}}.$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}.$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the through/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

1. Railroad & 13th St

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	29	.02	5	.00
NBT	2	3500	1190	.34*	1498	.43*
NBR	1	1750	163	.09	220	.13
SBL	1	1750	140	.08*	193	.11*
SBT	3	5250	1558	.30	1390	.26
SBR	0	0	11		0	
EBL	0	0	16		267	
EBT	1	1750	1	.02*	1	.27*
EBR	0	0	10		202	
WBL	0	0	165	{.09}*	49	{.03}*
WBT	1	1750	1	.09	1	.03
WBR	d	1750	144	.08	144	.08
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.63**		**.94**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	10	.01
NBT	2	3500	884	.25*	1226	.35*
NBR	1	1750	487	.28	448	.26
SBL	1	1750	395	.23*	353	.20*
SBT	3	5250	1316	.25	1196	.23
SBR	0	0	10		9	
EBL	0	0	20	{.01}*	261	
EBT	1	1750	10	.02	0	.26*
EBR	0	0	10		200	
WBL	0	0	372		611	{.35}*
WBT	1	1750	10	.22*	10	.35
WBR	d	1750	254	.15	439	.25
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**1.26**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	30	.02	10	.01
NBT	2	3500	880	.25*	1240	.35*
NBR	1	1750	420	.24	420	.24
SBL	1	1750	360	.21*	340	.19*
SBT	3	5250	1330	.26	1200	.23
SBR	0	0	10		10	
EBL	0	0	20	{.01}*	260	
EBT	1	1750	10	.02	0	.26*
EBR	0	0	10		200	
WBL	0	0	370		540	{.31}*
WBT	1	1750	10	.22*	10	.31
WBR	d	1750	250	.14	390	.22
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**1.21**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	70	.04	10	.01
NBT	2	3500	934	.27*	1280	.37*
NBR	1	1750	490	.28	448	.26
SBL	1	1750	412	.24*	353	.20*
SBT	3	5250	1316	.25	1300	.25
SBR	0	0	10		0	
EBL	0	0	20	{.01}*	261	
EBT	1	1750	10	.02	0	.30*
EBR	0	0	10		257	
WBL	0	0	372		634	{.36}*
WBT	1	1750	10	.22*	14	.37
WBR	d	1750	254	.15	416	.24
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**1.33**

1. Railroad & 13th St

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	70	.04	10	.01
NBT	2	3500	930	.27*	1300	.37*
NBR	1	1750	420	.24	420	.24
SBL	1	1750	360	.21*	340	.19*
SBT	3	5250	1340	.26	1310	.25
SBR	0	0	10		0	
EBL	0	0	20	{.01}*	260	
EBT	1	1750	10	.02	0	.30*
EBR	0	0	10		260	
WBL	0	0	370		560	{.32}*
WBT	1	1750	10	.22*	10	.33
WBR	d	1750	250	.14	370	.21
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.81**		**1.28**

2. Railroad & Lyons Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	59	.03	83	.05
NBT	2	3500	656	.19*	833	.24*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	559	.16	618	.18
SBR	1	1750	11	.01	11	.01
EBL	2	3500	3	.00	7	.00
EBT	0	0	0		0	
EBR	1	1750	57	.03	75	.04
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.01*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.30** **.34**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	668	.38*	625	.36*
NBT	2	3500	920	.26	1327	.38
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1424	.41*	1579	.45*
SBR	1	1750	263	.15	437	.25
EBL	2	3500	481	.14*	355	.10*
EBT	0	0	0		0	
EBR	1	1750	490	.28	563	.32
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **1.03** **1.01**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	670	.38*	640	.37*
NBT	2	3500	870	.25	1330	.38
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1440	.41*	1550	.44*
SBR	1	1750	260	.15	400	.23
EBL	2	3500	460	.13*	340	.10*
EBT	0	0	0		0	
EBR	1	1750	500	.29	570	.33
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **1.02** **1.01**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	361	.10*	421	.12*
NBT	2	3500	788	.23	1287	.38
NBR	0	0	17		36	
SBL	2	3500	103	.03	406	.12
SBT	2	3500	1322	.38*	1348	.39*
SBR	1	1750	263	.15	428	.24
EBL	2	3500	460	.13*	346	.10
EBT	2	3500	179	.10	382	.21*
EBR	0	0	320	.18	351	
WBL	1	1750	21	.01	6	.00
WBT	2	3500	551	.16*	289	.08
WBR	1	1750	243	.14	103	.06
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.87** **.82**

2. Railroad & Lyons Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	360	.10*	420	.12*
NBT	2	3500	760	.23	1270	.38
NBR	0	0	40		50	
SBL	2	3500	130	.04	400	.11
SBT	2	3500	1320	.38*	1330	.38*
SBR	1	1750	260	.15	390	.22
EBL	2	3500	440	.13*	330	.09
EBT	2	3500	230	.13	400	.21*
EBR	0	0	320	.18	350	
WBL	1	1750	30	.02	20	.01*
WBT	2	3500	560	.16*	350	.10
WBR	1	1750	220	.13	130	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.87**		**.82**

3. Newhall Ave & Lyons Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	435	.12*	428	.12*
NBT	1	1750	121	.07	113	.06
NBR	1	1750	31	.02	27	.02
SBL	1	1750	27	.02	34	.02
SBT	1	1750	117	.07*	191	.11*
SBR	1	1750	147	.08	129	.07
EBL	1	1750	248	.14*	130	.07*
EBT	2	3500	874	.25	848	.24
EBR	1	1750	499	.29	647	.37
WBL	1	1750	55	.03	43	.02
WBT	2	3500	931	.27*	743	.21*
WBR	1	1750	55	.03	36	.02
Right Turn Adjustment					EBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.70**		**.63**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	588	.17*	514	.15*
NBT	1	1750	49	.03	68	.04
NBR	1	1750	63	.04	92	.05
SBL	1	1750	29	.02	30	.02
SBT	1	1750	68	.04*	50	.03*
SBR	1	1750	10	.01	20	.01
EBL	1	1750	260	.15*	10	.01
EBT	2	3500	852	.24	999	.29*
EBR	1	1750	467	.27	589	.34
WBL	1	1750	40	.02	90	.05*
WBT	2	3500	962	.27*	1101	.31
WBR	1	1750	39	.02	39	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.62**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	590	.17*	540	.15*
NBT	1	1750	50	.03	70	.04
NBR	1	1750	60	.03	90	.05
SBL	1	1750	30	.02	30	.02
SBT	1	1750	70	.04*	50	.03*
SBR	1	1750	10	.01	20	.01
EBL	1	1750	260	.15*	10	.01
EBT	2	3500	850	.24	990	.28*
EBR	1	1750	490	.28	600	.34
WBL	1	1750	40	.02	90	.05*
WBT	2	3500	960	.27*	1090	.31
WBR	1	1750	40	.02	40	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.61**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	521	.15*	491	.14*
NBT	1	1750	40	.02	70	.04
NBR	1	1750	69	.04	90	.05
SBL	1	1750	39	.02	30	.02
SBT	1	1750	70	.04*	50	.03*
SBR	1	1750	10	.01	10	.01
EBL	1	1750	260	.15*	10	.01
EBT	2	3500	608	.17	1188	.34*
EBR	1	1750	721	.41	560	.32
WBL	1	1750	40	.02	89	.05*
WBT	2	3500	1227	.35*	1165	.33
WBR	1	1750	48	.03	38	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.66**

3. Newhall Ave & Lyons Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	520	.15*	490	.14*
NBT	1	1750	40	.02	70	.04
NBR	1	1750	70	.04	90	.05
SBL	1	1750	40	.02	30	.02
SBT	1	1750	70	.04*	50	.03*
SBR	1	1750	10	.01	10	.01
EBL	1	1750	260	.15*	10	.01
EBT	2	3500	630	.18	1190	.34*
EBR	1	1750	720	.41	560	.32
WBL	1	1750	40	.02	90	.05*
WBT	2	3500	1230	.35*	1180	.34
WBR	1	1750	50	.03	40	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.66**

4. Valle Del Oro & Dockweiler Dr

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	9		14	
NBT	1	1750	6	.09*	22	.13*
NBR	0	0	138		192	
SBL	0	0	4		1	
SBT	1	1750	23	.02	5	.00
SBR	0	0	3		1	
EBL	1	1750	1	.00	1	.00
EBT	1	1750	13	.01*	5	.01*
EBR	0	0	9		15	
WBL	1	1750	293	.17*	162	.09*
WBT	1	1750	0	.00	12	.01
WBR	0	0	2		4	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.37**		**.33**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	4		18	
NBT	1	1750	10	.10*	22	.17*
NBR	0	0	154		260	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1750	22	.02	10	.01
SBR	0	0	3		3	
EBL	1	1750	0	.00	3	.00
EBT	1	1750	18	.02*	10	.02*
EBR	0	0	10		23	
WBL	1	1750	270	.15*	220	.13*
WBT	1	1750	7	.01	9	.01
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.38**		**.43**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	100		60	
NBT	1	1750	10	.15*	20	.19*
NBR	0	0	160		260	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1750	20	.02	10	.01
SBR	0	0	5		5	
EBL	1	1750	0	.00	5	.00
EBT	1	1750	20	.02*	90	.13*
EBR	0	0	20		140	
WBL	1	1750	270	.15*	230	.13*
WBT	1	1750	90	.06	50	.03
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.56**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	85		110	
NBT	1	1750	10	.11*	21	.19*
NBR	0	0	96		200	
SBL	0	0	10	{.01}*	11	{.01}*
SBT	1	1750	20	.02	11	.02
SBR	0	0	10		8	
EBL	1	1750	10	.01*	8	.00
EBT	2	3500	198	.08	640	.24*
EBR	0	0	69		184	
WBL	1	1750	70	.04	120	.07*
WBT	2	3500	755	.22*	284	.09
WBR	0	0	10		40	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.61**

4. Valle Del Oro & Dockweiler Dr

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	70		110	
NBT	1	1750	10	.10*	20	.19*
NBR	0	0	100		200	
SBL	0	0	10	{.01}*	10	{.01}*
SBT	1	1750	20	.02	10	.02
SBR	0	0	10		10	
EBL	1	1750	10	.01*	10	.01
EBT	2	3500	200	.08	690	.25*
EBR	0	0	70		200	
WBL	1	1750	70	.04	120	.07*
WBT	2	3500	800	.23*	320	.10
WBR	0	0	10		40	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.45**		**.62**

5. Valle Del Oro & Deputy Jake Dr

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	178	{.10}*	33	
NBT	1	1750	89	.15	183	.12*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1750	272	.21*	133	.09
SBR	0	0	89		26	
EBL	1	1750	71	.04*	21	.01*
EBT	0	0	0		0	
EBR	1	1750	147	.08	18	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.45** **.23**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	175	{.10}*	39	
NBT	1	1750	94	.15	280	.18*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1750	260	.20*	223	.14
SBR	0	0	90		30	
EBL	1	1750	74	.04*	20	.01*
EBT	0	0	0		0	
EBR	1	1750	144	.08	26	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.44** **.29**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	180	{.10}*	50	{.03}*
NBT	1	1750	190	.21	320	.21
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1750	270	.21*	340	.22*
SBR	0	0	90		40	
EBL	1	1750	80	.05*	20	.01*
EBT	0	0	0		0	
EBR	1	1750	160	.09	40	.02
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.46** **.36**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	178	{.10}*	19	
NBT	1	1750	65	.14	298	.18*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1750	69	.09*	255	.17
SBR	0	0	90		50	
EBL	1	1750	126	.07*	33	.02*
EBT	0	0	0		0	
EBR	1	1750	92	.05	13	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.36** **.30**

5. Valle Del Oro & Deputy Jake Dr

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	180	{.10}*	30	{.02}*
NBT	1	1750	100	.16	310	.19
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1750	70	.09*	290	.18*
SBR	0	0	90		30	
EBL	1	1750	80	.05*	20	.01*
EBT	0	0	0		0	
EBR	1	1750	100	.06	20	.01
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.34**		**.31**

6. Valle Del Oro & Newhall Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	144	.08*	45	.03*
SBT	0	0	0		0	
SBR	1	1750	371	.21	201	.11
EBL	1	1750	141	.08	242	.14*
EBT	3	5250	1771	.34*	1587	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1218	.25	1724	.35*
WBR	0	0	90		94	
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.58**		**.62**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	150	.09*	70	.04*
SBT	0	0	0		0	
SBR	1	1750	310	.18	200	.11
EBL	1	1750	200	.11*	230	.13*
EBT	3	5250	1670	.32	2230	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1960	.40*	1820	.38*
WBR	0	0	120		150	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.71**		**.65**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	150	.09*	80	.05*
SBT	0	0	0		0	
SBR	1	1750	320	.18	270	.15
EBL	1	1750	270	.15*	260	.15*
EBT	3	5250	1660	.32	2210	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1920	.39*	1810	.38*
WBR	0	0	140		160	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.73**		**.68**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	140	.08*	100	.06*
SBT	0	0	0		0	
SBR	1	1750	160	.09	90	.05
EBL	1	1750	50	.03*	70	.04*
EBT	3	5250	1550	.30	1940	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1640	.34*	1690	.36*
WBR	0	0	130		190	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.56**

6. Valle Del Oro & Newhall Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	140	.08*	120	.07*
SBT	0	0	0		0	
SBR	1	1750	160	.09	90	.05
EBL	1	1750	50	.03*	70	.04*
EBT	3	5250	1540	.29	1930	.37
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1620	.34*	1680	.36*
WBR	0	0	160		200	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.55**		**.57**

7. Sierra Hwy & Dockweiler Dr

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	32	.02*	108	.06
NBT	2	3500	194	.06	2090	.60*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	2192	.68*	399	.14
SBR	0	0	194		102	
EBL	1.5		132	{.04}*	111	.03*
EBT	0	5250	0	{.04}	0	
EBR	1.5		108		32	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.84**		**.73**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	19	.01*	40	.02
NBT	2	3500	220	.06	1777	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1773	.57*	360	.15
SBR	0	0	218		179	
EBL	1.5		154	.04*	227	.06*
EBT	0	5250	0		0	
EBR	1.5		48	.03	13	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.72**		**.67**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	40	.02*	60	.03
NBT	2	3500	220	.06	1770	.51*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1760	.58*	360	.16
SBR	0	0	280		210	
EBL	1.5		160	.05*	300	.09*
EBT	0	5250	0		0	
EBR	1.5		50	.03	20	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.75**		**.70**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	12	.01
NBT	2	3500	190	.05	1441	.41*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1280	.60*	340	.19
SBR	0	0	836		402	.23
EBL	1.5		284	.08*	790	.23*
EBT	0	5250	0		0	
EBR	1.5		50	.03	10	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.79**		**.74**

7. Sierra Hwy & Dockweiler Dr

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	20	.01*	20	.01
NBT	2	3500	190	.05	1440	.41*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3500	1280	.61*	340	.19
SBR	0	0	870		430	.25
EBL	1.5		290	.08*	840	.24*
EBT	0	5250	0		0	
EBR	1.5		50	.03	10	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.80**		**.75**

8. Sierra Hwy & Newhall Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	69	.02	425	.12
NBT	2	3500	46	.02*	1134	.41*
NBR	0	0	28		284	
SBL	1	1750	593	.34*	81	.05*
SBT	3	5250	1160	.32	76	.02
SBR	0	0	540		316	.18
EBL	2	3500	111	.03	307	.09
EBT	3	5250	1236	.32*	1023	.21*
EBR	0	0	431		94	
WBL	1	1750	127	.07*	260	.15*
WBT	3	5250	701	.13	1181	.22
WBR	1	1750	28	.02	794	.45
Right Turn Adjustment					WBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.85**		**1.06**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	267	.08*	441	.13
NBT	2	3500	170	.10	586	.33*
NBR	0	0	230	.13	620	.35
SBL	1	1750	48	.03	13	.01*
SBT	3	5250	1120	.32*	120	.03
SBR	0	0	642	.37	240	.14
EBL	2	3500	60	.02	476	.14
EBT	3	5250	1199	.32*	1547	.35*
EBR	0	0	488		275	
WBL	1	1750	450	.26*	320	.18*
WBT	3	5250	1241	.24	1257	.24
WBR	1	1750	9	.01	746	.43
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.08**		**1.00**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	260	.07*	440	.13
NBT	2	3500	180	.10	590	.34*
NBR	0	0	230	.13	620	.35
SBL	1	1750	50	.03	20	.01*
SBT	3	5250	1120	.32*	120	.03
SBR	0	0	630	.36	240	.14
EBL	2	3500	60	.02	470	.13
EBT	3	5250	1200	.32*	1540	.35*
EBR	0	0	490		280	
WBL	1	1750	450	.26*	320	.18*
WBT	3	5250	1240	.24	1250	.24
WBR	1	1750	20	.01	760	.43
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.07**		**1.00**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	287	.08*	472	.13
NBT	2	3500	170	.10	507	.29*
NBR	0	0	230	.13	680	.39
SBL	1	1750	50	.03	10	.01*
SBT	3	5250	1030	.24*	120	.03
SBR	0	0	250		220	.13
EBL	2	3500	40	.01	230	.07
EBT	3	5250	1108	.30*	1498	.35*
EBR	0	0	488		315	
WBL	1	1750	540	.31*	320	.18*
WBT	3	5250	1290	.25	1175	.22
WBR	1	1750	0	.00	727	.42
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.03**		**.93**

8. Sierra Hwy & Newhall Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	280	.08*	470	.13
NBT	2	3500	180	.10	510	.29*
NBR	0	0	230	.13	680	.39
SBL	1	1750	50	.03	10	.01*
SBT	3	5250	1030	.24*	120	.03
SBR	0	0	250		220	.13
EBL	2	3500	40	.01	230	.07
EBT	3	5250	1110	.30*	1510	.35*
EBR	0	0	490		320	
WBL	1	1750	540	.31*	320	.18*
WBT	3	5250	1300	.25	1180	.22
WBR	1	1750	0	.00	730	.42
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.03**		**.93**

9. SR-14 SB Ramps & Newhall Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		5		7	
SBT	0.5	1750	1	.00*	3	.01*
SBR	f		408		294	
EBL	0	0	0		0	
EBT	1.5	5250	304	.17*	627	.27
EBR	1.5		1274	.36	785	
WBL	1	1750	4	.00	30	.02
WBT	2	3500	576	.16	1943	.56*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.19*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.67**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		10		10	
SBT	0.5	1750	0	.01*	0	.01*
SBR	f		866		812	
EBL	0	0	0		0	
EBT	1.5	5250	390	.22	1067	.41
EBR	1.5		1087	.31	1098	
WBL	1	1750	10	.01	10	.01
WBT	2	3500	834	.24*	1510	.43*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.54**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		10		10	
SBT	0.5	1750	0	.01*	0	.01*
SBR	f		860		810	
EBL	0	0	0		0	
EBT	1.5	5250	390	.22	1060	.41
EBR	1.5		1090	.31	1110	
WBL	1	1750	10	.01	10	.01
WBT	2	3500	850	.24*	1520	.43*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.08*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.54**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		10		10	
SBT	0.5	1750	0	.01*	0	.01*
SBR	f		933		640	
EBL	0	0	0		0	
EBT	1.5	5250	290	.17	1041	.41
EBR	1.5		1098	.31	1128	
WBL	1	1750	10	.01	10	.01
WBT	2	3500	894	.26*	1571	.45*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.56**

9. SR-14 SB Ramps & Newhall Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		10		10	
SBT	0.5	1750	0	.01*	0	.01*
SBR	f		930		640	
EBL	0	0	0		0	
EBT	1.5	5250	290	.17	1040	.42
EBR	1.5		1100	.31	1140	
WBL	1	1750	10	.01	10	.01
WBT	2	3500	910	.26*	1580	.45*
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.06*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.43**		**.56**

10. SR-14 NB Ramps & Newhall Ave

Existing (2008)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	27	{.02}*	2	
NBT	1	1750	0	.02	0	.19*
NBR	0	0	11		339	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		593		1912	
EBL	1.5		333	{.10}*	751	{.22}*
EBT	0.5	3500	14	.10	31	.22
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	14	.01*	59	.04*
WBR	0	0	3		14	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.23**		**.55**

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1750	0	.01	0	.01
NBR	0	0	10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		834		1510	
EBL	1.5		390	{.11}*	1067	{.31}*
EBT	0.5	3500	10	.11	10	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.23**		**.43**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1750	0	.01	0	.01
NBR	0	0	10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		850		1520	
EBL	1.5		390	{.11}*	1060	{.31}*
EBT	0.5	3500	10	.11	10	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.23**		**.43**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1750	0	.01	0	.01
NBR	0	0	10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		894		1571	
EBL	1.5		290	{.09}*	1041	{.30}*
EBT	0.5	3500	10	.09	10	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.21**		**.42**

10. SR-14 NB Ramps & Newhall Ave

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.01}*	10	{.01}*
NBT	1	1750	0	.01	0	.01
NBR	0	0	10		10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		910		1580	
EBL	1.5		290	{.09}*	1040	{.30}*
EBT	0.5	3500	10	.09	10	.30
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	10	.01*	10	.01*
WBR	0	0	10		10	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.21**		**.42**

11. Masters College & Dockweiler

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1750	4	.00*	0	.00*
NBR	0	0	0		0	
SBL	1	1750	12	.01*	199	.11*
SBT	1	1750	0	.00	4	.00
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	0	.00	0	.00
EBR	0	0	0		0	
WBL	1	1750	0	.00	0	.00
WBT	2	3500	0	.05*	0	.02*
WBR	0	0	181		83	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.16**		**.23**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	261	.07	825	.24*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	807	.23*	383	.11
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.33**		**.34**

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	70		20	
NBT	1	1750	4	.05*	0	.02*
NBR	0	0	10		10	
SBL	1	1750	13	.01*	104	.06*
SBT	1	1750	0	.00	4	.06
SBR	0	0	3		106	
EBL	1	1750	108	.06*	31	.02
EBT	2	3500	250	.07	790	.23*
EBR	0	0	10		30	
WBL	1	1750	10	.01	10	.01*
WBT	2	3500	740	.24*	360	.12
WBR	0	0	95		60	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.46**		**.42**

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12. Sierra & Placerita Canyon

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	360	.14	2070	.81*
NBR	0	0	100		530	
SBL	1	1600	190	.12	230	.14*
SBT	2	3200	2090	.66*	520	.17
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1600	310	.19*	30	.02*
WBT	2	3200	20	.01	10	.01
WBR	0	0	640	.40	440	.28
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.97**		**1.23**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	370	.15	2100	.83*
NBR	0	0	100		570	
SBL	1	1600	190	.12	230	.14*
SBT	2	3200	2140	.67*	550	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1600	310	.19*	30	.02*
WBT	2	3200	20	.01	10	.01
WBR	0	0	640	.40	440	.28
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.98**		**1.25**

IY With Proj (w/out Dockweiler) & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	370	.12	2100	.66*
NBR	1	1600	100	.06	570	.36
SBL	1	1600	190	.12	230	.14*
SBT	2	3200	2140	.67*	550	.18
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1.5		310	.10*	30	.02*
WBT	0	4800	20		10	
WBR	1.5		640		440	.14
Right Turn Adjustment					WBR	.01*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				**.89**		**.94**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	370	.18	2100	.88*
NBR	0	0	200		730	
SBL	1	1600	190	.12	160	.10*
SBT	2	3200	2200	.69*	710	.23
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1600	330	.21*	40	.03*
WBT	2	3200	20	.01	10	.01
WBR	0	0	640	.40	410	.26
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.02**		**1.27**

12. Sierra & Placerita Canyon

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	370	.18	2130	.90*
NBR	0	0	210		750	
SBL	1	1600	190	.12	160	.10*
SBT	2	3200	2240	.70*	740	.23
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1600	330	.21*	40	.03*
WBT	2	3200	20	.01	10	.01
WBR	0	0	640	.40	410	.26
Right Turn Adjustment					WBR	.15*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**1.03**		**1.29**

IY With Proj (w/Dockweiler) & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.01*	10	.01
NBT	2	3200	370	.12	2130	.67*
NBR	1	1600	210	.13	750	.47
SBL	1	1600	190	.12	160	.10*
SBT	2	3200	2240	.70*	740	.23
SBR	0	0	10		10	
EBL	1	1600	10	.01	20	.01
EBT	2	3200	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1.5		330	.10*	40	.03*
WBT	0	4800	20		10	
WBR	1.5		640	{.00}	410	.13
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				**.92**		**.93**

12. Sierra & Placerita Canyon

IY Without Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	360	.13	2070	.74*
NBR	0	0	100		530	
SBL	1	1750	190	.11	230	.13*
SBT	2	3500	2090	.60*	520	.15
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1750	310	.18*	30	.02*
WBT	2	3500	20	.01	10	.01
WBR	0	0	640	.37	440	.25
Right Turn Adjustment					WBR	.13*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.90** **1.13**

IY With Proj (without Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	370	.13	2100	.76*
NBR	0	0	100		570	
SBL	1	1750	190	.11	230	.13*
SBT	2	3500	2140	.61*	550	.16
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1750	310	.18*	30	.02*
WBT	2	3500	20	.01	10	.01
WBR	0	0	640	.37	440	.25
Right Turn Adjustment					WBR	.13*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.91** **1.15**

IY With Proj (w/out Dockweiler) & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	370	.11	2100	.60*
NBR	1	1750	100	.06	570	.33
SBL	1	1750	190	.11	230	.13*
SBT	2	3500	2140	.61*	550	.16
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1.5		310	.09*	30	.02*
WBT	0	5250	20		10	
WBR	1.5		640		440	.13
Right Turn Adjustment					WBR	.01*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION **.82** **.87**

IY Without Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	370	.16	2100	.81*
NBR	0	0	200		730	
SBL	1	1750	190	.11	160	.09*
SBT	2	3500	2200	.63*	710	.21
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1750	330	.19*	40	.02*
WBT	2	3500	20	.01	10	.01
WBR	0	0	640	.37	410	.23
Right Turn Adjustment					WBR	.14*
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION **.94** **1.17**

12. Sierra & Placerita Canyon

IY With Proj (with Dockweiler)

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	370	.17	2130	.82*
NBR	0	0	210		750	
SBL	1	1750	190	.11	160	.09*
SBT	2	3500	2240	.64*	740	.21
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1	1750	330	.19*	40	.02*
WBT	2	3500	20	.01	10	.01
WBR	0	0	640	.37	410	.23
Right Turn Adjustment					WBR	.14*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				**.95**		**1.18**

IY With Proj (w/Dockweiler) & Mitigation

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1750	10	.01*	10	.01
NBT	2	3500	370	.11	2130	.61*
NBR	1	1750	210	.12	750	.43
SBL	1	1750	190	.11	160	.09*
SBT	2	3500	2240	.64*	740	.21
SBR	0	0	10		10	
EBL	1	1750	10	.01	20	.01
EBT	2	3500	10	.01*	30	.01*
EBR	0	0	10		10	
WBL	1.5		330	.09*	40	.02*
WBT	0	5250	20		10	
WBR	1.5		640	{.00}	410	.12
Right Turn Adjustment					WBR	.03*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				**.85**		**.86**

Appendix B
TRAFFIC COUNT DATA SHEETS
PLACERITA CANYON NEIGHBORHOOD

a. November 2006 Counts (College in Session)

b. January 2007 Counts (College in Winter Recess)

a. Nov. 2006 (College in Session)

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : 12TH ST
E/W ST: ARCH ST/PLACERITA CANYON RD
CITY: SANTA CLARITA

FILENAME: 1160103
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	4	0	0	0	0	15	37	29	0	0	25	0	110
15 AM	1	0	0	0	0	13	23	39	0	0	20	0	96
30 AM	1	1	0	0	0	42	32	26	1	0	26	1	130
45 AM	3	0	1	0	1	50	53	20	1	0	34	2	165
8:00 AM	1	0	0	0	1	35	44	29	1	1	16	0	128
15 AM	0	1	0	0	0	28	32	36	0	0	21	0	118
30 AM	6	1	0	0	0	19	23	38	2	1	19	0	109
45 AM	3	1	0	0	0	32	25	42	0	1	21	1	126

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.82

VOLUMES =	5	2	1	0	2	155	161	111	3	1	97	3	541

FILENAME: 1160103P
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	6	0	0	0	1	30	35	29	1	0	44	0	146
15 PM	6	0	1	0	4	60	41	36	2	0	32	0	182
30 PM	4	2	0	0	2	30	43	35	0	0	62	0	178
45 PM	9	0	2	0	0	44	41	47	2	0	56	0	201
5:00 PM	6	0	0	0	0	38	32	39	0	0	78	0	193
15 PM	1	2	0	1	0	45	49	59	1	2	39	0	199
30 PM	2	1	1	0	0	45	52	50	0	0	37	0	188
45 PM	2	0	0	0	1	37	40	47	1	0	35	1	164

PEAK HOUR BEGINS AT: 1645 PM — PHF: 0.97

VOLUMES =	18	3	3	1	0	172	174	195	3	2	210	0	781

COMMENTS:

TRAFFIC DATA SERVICES, INC

SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : MEADVIEW AVE
E/W ST: PLACERITOS BLVD
CITY: SANTA CLARITA

FILENAME: 1160101
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	1	0	0	0	2	8	1	1	3	0	16
15 AM	0	0	1	1	0	0	1	11	0	0	4	0	18
30 AM	0	0	1	0	0	2	0	13	0	0	17	0	33
45 AM	1	0	0	1	0	1	2	28	0	2	5	0	40
8:00 AM	0	0	1	0	0	3	1	30	0	3	11	0	49
15 AM	0	0	0	0	0	3	1	8	2	0	9	0	23
30 AM	0	0	0	1	0	1	1	13	2	1	5	0	24
45 AM	0	0	1	1	0	3	1	8	3	4	11	0	32
PEAK HOUR BEGINS AT: 730 AM													PHF: 0.74
VOLUMES =	1	0	2	1	0	9	4	79	2	5	42	0	145

FILENAME: 1160101P
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	0	0	0	2	0	5	5	16	0	1	13	1	43
15 PM	0	0	1	1	0	1	2	5	1	0	16	0	27
30 PM	1	0	0	0	0	1	4	16	0	1	5	0	28
45 PM	2	0	1	0	0	4	2	12	1	0	14	1	37
5:00 PM	2	0	1	1	0	5	1	11	0	2	15	0	38
15 PM	2	0	1	0	0	2	1	21	2	0	19	2	50
30 PM	3	0	2	1	0	3	4	17	1	1	19	0	51
45 PM	1	0	1	0	0	2	3	21	0	0	15	1	44
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.9
VOLUMES =	8	0	5	2	0	12	9	70	3	3	68	3	183

COMMENTS:

TRAFFIC DATA SERVICES, INC

SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : QUIGLEY CANYON RD
E/W ST: PLACERITOS BLVD
CITY: SANTA CLARITA

FILENAME: 1160102
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	1	0	1	2	1	7	3	1	1	0	17
15 AM	2	0	2	0	0	5	3	3	3	1	0	0	19
30 AM	1	0	4	0	0	11	1	6	3	0	3	0	29
45 AM	4	0	7	0	2	3	5	24	11	1	2	0	59
8:00 AM	3	0	5	0	0	8	2	15	2	3	3	0	41
15 AM	3	0	1	0	1	5	3	2	3	1	1	0	20
30 AM	4	0	2	0	1	3	4	5	3	2	2	0	26
45 AM	4	1	5	0	4	5	1	6	3	6	1	0	36

PEAK HOUR BEGINS AT: 730 AM — PHF: 0.63

VOLUMES =	11	0	17	0	3	27	11	47	19	5	9	0	149

FILENAME: 1160102P
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	4	5	3	0	3	6	6	5	2	2	5	3	44
15 PM	5	1	1	0	0	7	3	4	1	3	9	0	34
30 PM	1	1	2	0	0	3	11	1	3	3	2	1	28
45 PM	9	1	4	0	3	3	6	3	3	4	3	0	39
5:00 PM	4	2	8	0	3	5	6	5	2	8	10	3	56
15 PM	6	1	2	0	2	6	8	9	2	4	10	1	51
30 PM	6	2	6	0	1	2	8	4	3	4	13	2	51
45 PM	5	1	7	0	1	6	8	10	3	2	4	0	47

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.92

VOLUMES =	21	6	23	0	7	19	30	28	10	18	37	6	205

COMMENTS:

TRAFFIC DATA SERVICES, INC

SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : MEADVIEW AVE
E/W ST: PLACERITA CANYON RD
CITY: SANTA CLARITA

FILENAME: 1160104
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:				0	1	0	0	1			1	0	
7:00 AM				2		0	1	20			15	0	38
15 AM				1		0	1	34			16	3	55
30 AM				0		2	1	27			18	0	48
45 AM				2		1	0	17			28	1	49
8:00 AM				5		0	0	23			11	1	40
15 AM				1		0	1	28			21	1	52
30 AM				0		0	4	29			15	0	48
45 AM				1		3	5	32			16	4	61

PEAK HOUR BEGINS AT: 800 AM — PHF: 0.82

VOLUMES =	0	0	0	7	0	3	10	112	0	0	63	6	201

FILENAME: 1160104P
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM				0		3	1	23			33	1	61
15 PM				0		1	0	31			33	0	65
30 PM				3		6	2	36			42	1	90
45 PM				0		4	1	30			38	2	75
5:00 PM				2		29	6	52			72	4	165
15 PM				0		2	2	44			39	1	88
30 PM				1		3	2	40			48	0	94
45 PM				2		1	5	43			35	1	87

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.66

VOLUMES =	0	0	0	5	0	35	15	179	0	0	194	6	434

COMMENTS:

TRAFFIC DATA SERVICES, INC

SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : QUIGLEY CANYON RD
E/W ST: PLACERITA CANYON RD
CITY: SANTA CLARITA

FILENAME: 1160105
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	1	0	0	6	0	0	4	27	1	0	19	2	60
15 AM	0	0	0	3	0	1	0	13	0	0	11	5	33
30 AM	0	0	1	5	0	0	2	18	2	0	21	5	54
45 AM	0	1	0	11	0	2	4	11	3	0	26	6	64
8:00 AM	0	1	0	1	0	4	6	20	2	1	15	1	51
15 AM	1	0	0	3	1	0	1	13	0	0	18	5	42
30 AM	1	0	1	6	0	2	3	20	2	0	15	4	54
45 AM	2	0	0	8	0	3	10	13	1	0	14	2	53

PEAK HOUR BEGINS AT: 745 AM — PHF: 0.82

VOLUMES =	2	2	1	21	1	8	14	64	7	1	74	16	211

FILENAME: 1160105P
DATE: 11/01/06
DAY: WEDNESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	1	0	0	6	1	3	4	19	0	0	26	8	68
15 PM	1	0	0	1	0	2	3	20	1	0	16	4	48
30 PM	2	1	0	5	0	3	0	21	0	0	28	5	65
45 PM	0	0	0	8	0	1	5	25	1	0	16	9	65
5:00 PM	1	2	1	5	1	5	11	31	1	0	23	4	85
15 PM	1	0	0	6	0	8	5	36	0	0	22	9	87
30 PM	0	0	0	6	0	3	8	34	0	0	27	12	90
45 PM	2	1	1	9	0	4	11	32	3	0	24	10	97

PEAK HOUR BEGINS AT: 1700 PM — PHF: 0.93

VOLUMES =	4	3	2	26	1	20	35	133	4	0	96	35	359

COMMENTS:

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.001

LOCATION - PLACERITA CANYON-E/O ADEN VOLUMES FOR - WEDNESDAY 11/8/06

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	6		7		13		12:00 - 12:15	30		25		55	
12:15 - 12:30	4		1		5		12:15 - 12:30	21		34		55	
12:30 - 12:45	2		2		4		12:30 - 12:45	31		30		61	
12:45 - 1:00	0	12	3	13	3	25	12:45 - 1:00	30	112	36	125	66	237
1:00 - 1:15	3		2		5		1:00 - 1:15	24		34		58	
1:15 - 1:30	2		0		2		1:15 - 1:30	28		30		58	
1:30 - 1:45	0		3		3		1:30 - 1:45	34		39		73	
1:45 - 2:00	2	7	0	5	2	12	1:45 - 2:00	22	108	38	141	60	249
2:00 - 2:15	2		2		4		2:00 - 2:15	22		48		70	
2:15 - 2:30	0		0		0		2:15 - 2:30	26		34		60	
2:30 - 2:45	2		1		3		2:30 - 2:45	32		31		63	
2:45 - 3:00	0	4	0	3	0	7	2:45 - 3:00	23	103	34	147	57	250
3:00 - 3:15	0		2		2		3:00 - 3:15	36		30		66	
3:15 - 3:30	2		0		2		3:15 - 3:30	26		25		51	
3:30 - 3:45	1		0		1		3:30 - 3:45	32		40		72	
3:45 - 4:00	0	3	1	3	1	6	3:45 - 4:00	31	125	40	135	71	260
4:00 - 4:15	1		2		3		4:00 - 4:15	30		42		72	
4:15 - 4:30	0		1		1		4:15 - 4:30	36		29		65	
4:30 - 4:45	0		1		1		4:30 - 4:45	37		40		77	
4:45 - 5:00	0	1	1	5	1	6	4:45 - 5:00	43	146	33	144	76	290
5:00 - 5:15	4		3		7		5:00 - 5:15	49		46		95	
5:15 - 5:30	0		0		0		5:15 - 5:30	40		40		80	
5:30 - 5:45	20		5		25		5:30 - 5:45	51		37		88	
5:45 - 6:00	6	30	8	16	14	46	5:45 - 6:00	46	186	38	161	84	347
6:00 - 6:15	13		14		27		6:00 - 6:15	56		40		96	
6:15 - 6:30	9		8		17		6:15 - 6:30	83		61		144	
6:30 - 6:45	16		10		26		6:30 - 6:45	50		46		96	
6:45 - 7:00	28	66	25	57	53	123	6:45 - 7:00	36	225	55	202	91	427
7:00 - 7:15	21		16		37		7:00 - 7:15	28		39		67	
7:15 - 7:30	26		15		41		7:15 - 7:30	19		28		47	
7:30 - 7:45	20		25		45		7:30 - 7:45	26		11		37	
7:45 - 8:00	28	95	28	84	56	179	7:45 - 8:00	24	97	24	102	48	199
8:00 - 8:15	34		30		64		8:00 - 8:15	35		14		49	
8:15 - 8:30	34		16		50		8:15 - 8:30	33		24		57	
8:30 - 8:45	30		10		40		8:30 - 8:45	44		72		116	
8:45 - 9:00	53	151	14	70	67	221	8:45 - 9:00	26	138	31	141	57	279
9:00 - 9:15	49		14		63		9:00 - 9:15	32		42		74	
9:15 - 9:30	17		19		36		9:15 - 9:30	26		26		52	
9:30 - 9:45	16		16		32		9:30 - 9:45	24		20		44	
9:45 - 10:00	29	111	16	65	45	176	9:45 - 10:00	28	110	30	118	58	228
10:00 - 10:15	22		13		35		10:00 - 10:15	20		34		54	
10:15 - 10:30	30		18		48		10:15 - 10:30	21		20		41	
10:30 - 10:45	26		41		67		10:30 - 10:45	11		20		31	
10:45 - 11:00	24	102	34	106	58	208	10:45 - 11:00	22	74	12	86	34	160
11:00 - 11:15	18		14		32		11:00 - 11:15	20		7		27	
11:15 - 11:30	22		14		36		11:15 - 11:30	13		10		23	
11:30 - 11:45	22		24		46		11:30 - 11:45	16		9		25	
11:45 - 12:00	23	85	28	80	51	165	11:45 - 12:00	11	60	12	38	23	98
TOTALS		667		507		1,174			1,484		1,540		3,024
ADT'S									2,151		2,047		4,198

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.003

LOCATION - PLACERITOS BLVD-W/O MEADVIEW VOLUMES FOR - WEDNESDAY 11/8/06

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	0		0		0		12:00 - 12:15	11		11		22	
12:15 - 12:30	1		3		4		12:15 - 12:30	10		15		25	
12:30 - 12:45	3		1		4		12:30 - 12:45	15		18		33	
12:45 - 1:00	0	4	0	4	0	8	12:45 - 1:00	25	61	15	59	40	120
1:00 - 1:15	1		0		1		1:00 - 1:15	15		11		26	
1:15 - 1:30	1		0		1		1:15 - 1:30	10		13		23	
1:30 - 1:45	1		0		1		1:30 - 1:45	16		19		35	
1:45 - 2:00	0	3	0	0	0	3	1:45 - 2:00	18	59	22	65	40	124
2:00 - 2:15	0		0		0		2:00 - 2:15	11		20		31	
2:15 - 2:30	0		0		0		2:15 - 2:30	18		23		41	
2:30 - 2:45	0		0		0		2:30 - 2:45	8		16		24	
2:45 - 3:00	0	0	0	0	0	0	2:45 - 3:00	12	49	15	74	27	123
3:00 - 3:15	0		0		0		3:00 - 3:15	13		12		25	
3:15 - 3:30	0		0		0		3:15 - 3:30	15		24		39	
3:30 - 3:45	0		0		0		3:30 - 3:45	18		18		36	
3:45 - 4:00	1	1	1	1	2	2	3:45 - 4:00	16	62	10	64	26	126
4:00 - 4:15	1		0		1		4:00 - 4:15	16		21		37	
4:15 - 4:30	0		0		0		4:15 - 4:30	20		17		37	
4:30 - 4:45	1		0		1		4:30 - 4:45	20		18		38	
4:45 - 5:00	0	2	1	1	1	3	4:45 - 5:00	10	66	17	73	27	139
5:00 - 5:15	2		3		5		5:00 - 5:15	17		17		34	
5:15 - 5:30	0		1		1		5:15 - 5:30	22		20		42	
5:30 - 5:45	5		3		8		5:30 - 5:45	22		28		50	
5:45 - 6:00	3	10	4	11	7	21	5:45 - 6:00	20	81	21	86	41	167
6:00 - 6:15	6		0		6		6:00 - 6:15	15		12		27	
6:15 - 6:30	4		9		13		6:15 - 6:30	22		8		30	
6:30 - 6:45	2		7		9		6:30 - 6:45	14		16		30	
6:45 - 7:00	8	20	9	25	17	45	6:45 - 7:00	34	85	24	60	58	145
7:00 - 7:15	6		10		16		7:00 - 7:15	34		16		50	
7:15 - 7:30	11		10		21		7:15 - 7:30	13		16		29	
7:30 - 7:45	10		15		25		7:30 - 7:45	12		14		26	
7:45 - 8:00	38	65	10	45	48	110	7:45 - 8:00	12	71	9	55	21	126
8:00 - 8:15	26		24		50		8:00 - 8:15	10		5		15	
8:15 - 8:30	16		7		23		8:15 - 8:30	10		17		27	
8:30 - 8:45	10		7		17		8:30 - 8:45	14		8		22	
8:45 - 9:00	15	67	17	55	32	122	8:45 - 9:00	9	43	26	56	35	99
9:00 - 9:15	14		24		38		9:00 - 9:15	12		17		29	
9:15 - 9:30	14		19		33		9:15 - 9:30	12		24		36	
9:30 - 9:45	10		9		19		9:30 - 9:45	7		10		17	
9:45 - 10:00	11	49	6	58	17	107	9:45 - 10:00	6	37	19	70	25	107
10:00 - 10:15	7		10		17		10:00 - 10:15	4		12		16	
10:15 - 10:30	12		11		23		10:15 - 10:30	3		5		8	
10:30 - 10:45	27		20		47		10:30 - 10:45	6		3		9	
10:45 - 11:00	12	58	9	50	21	108	10:45 - 11:00	2	15	1	21	3	36
11:00 - 11:15	8		11		19		11:00 - 11:15	5		2		7	
11:15 - 11:30	22		5		27		11:15 - 11:30	3		2		5	
11:30 - 11:45	20		16		36		11:30 - 11:45	2		0		2	
11:45 - 12:00	24	74	11	43	35	117	11:45 - 12:00	1	11	2	6	3	17
TOTALS		353		293		646			640		689		1,329
ADT'S									993		982		1,975

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.004

LOCATION - PLACERITOS BLVD-E/O MEADVIEW VOLUMES FOR - WEDNESDAY 11/8/06

AM								PM							
TIME	EB		WB		TOTAL			TIME	EB		WB		TOTAL		
12:00 - 12:15	0		1		1			12:00 - 12:15	13		8		21		
12:15 - 12:30	1		3		4			12:15 - 12:30	8		18		26		
12:30 - 12:45	2		1		3			12:30 - 12:45	12		14		26		
12:45 - 1:00	0	3	0	5	0	8		12:45 - 1:00	24	57	12	52	36	109	
1:00 - 1:15	0		0		0			1:00 - 1:15	14		11		25		
1:15 - 1:30	0		0		0			1:15 - 1:30	10		8		18		
1:30 - 1:45	1		0		1			1:30 - 1:45	15		12		27		
1:45 - 2:00	0	1	0	0	0	1		1:45 - 2:00	23	62	24	55	47	117	
2:00 - 2:15	0		0		0			2:00 - 2:15	15		26		41		
2:15 - 2:30	0		0		0			2:15 - 2:30	20		22		42		
2:30 - 2:45	0		0		0			2:30 - 2:45	9		13		22		
2:45 - 3:00	0	0	0	0	0	0		2:45 - 3:00	14	58	14	75	28	133	
3:00 - 3:15	0		0		0			3:00 - 3:15	13		15		28		
3:15 - 3:30	0		1		1			3:15 - 3:30	17		24		41		
3:30 - 3:45	1		0		1			3:30 - 3:45	15		18		33		
3:45 - 4:00	1	2	2	3	3	5		3:45 - 4:00	14	59	9	66	23	125	
4:00 - 4:15	2		1		3			4:00 - 4:15	12		14		26		
4:15 - 4:30	0		0		0			4:15 - 4:30	14		13		27		
4:30 - 4:45	1		1		2			4:30 - 4:45	14		13		27		
4:45 - 5:00	0	3	1	3	1	6		4:45 - 5:00	5	45	14	54	19	99	
5:00 - 5:15	4		0		4			5:00 - 5:15	14		16		30		
5:15 - 5:30	0		0		0			5:15 - 5:30	21		14		35		
5:30 - 5:45	5		5		10			5:30 - 5:45	18		24		42		
5:45 - 6:00	4	13	2	7	6	20		5:45 - 6:00	14	67	18	72	32	139	
6:00 - 6:15	5		0		5			6:00 - 6:15	15		11		26		
6:15 - 6:30	3		5		8			6:15 - 6:30	25		8		33		
6:30 - 6:45	1		6		7			6:30 - 6:45	16		13		29		
6:45 - 7:00	6	15	4	15	10	30		6:45 - 7:00	23	79	20	52	43	131	
7:00 - 7:15	6		10		16			7:00 - 7:15	29		16		45		
7:15 - 7:30	10		9		19			7:15 - 7:30	11		15		26		
7:30 - 7:45	16		12		28			7:30 - 7:45	12		11		23		
7:45 - 8:00	41	73	10	41	51	114		7:45 - 8:00	9	61	3	45	12	106	
8:00 - 8:15	24		16		40			8:00 - 8:15	7		2		9		
8:15 - 8:30	12		4		16			8:15 - 8:30	7		17		24		
8:30 - 8:45	8		8		16			8:30 - 8:45	9		6		15		
8:45 - 9:00	13	57	22	50	35	107		8:45 - 9:00	5	28	25	50	30	78	
9:00 - 9:15	13		18		31			9:00 - 9:15	10		15		25		
9:15 - 9:30	13		16		29			9:15 - 9:30	13		20		33		
9:30 - 9:45	7		8		15			9:30 - 9:45	6		5		11		
9:45 - 10:00	8	41	6	48	14	89		9:45 - 10:00	7	36	17	57	24	93	
10:00 - 10:15	8		9		17			10:00 - 10:15	4		9		13		
10:15 - 10:30	15		8		23			10:15 - 10:30	2		2		4		
10:30 - 10:45	41		9		50			10:30 - 10:45	3		3		6		
10:45 - 11:00	10	74	7	33	17	107		10:45 - 11:00	1	10	0	14	1	24	
11:00 - 11:15	13		8		21			11:00 - 11:15	2		1		3		
11:15 - 11:30	23		5		28			11:15 - 11:30	2		2		4		
11:30 - 11:45	17		16		33			11:30 - 11:45	2		0		2		
11:45 - 12:00	18	71	11	40	29	111		11:45 - 12:00	1	7	2	5	3	12	
TOTALS		353		245		598				569		597		1,166	
ADT'S										922		842		1,764	

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.A05

LOCATION - MEADVIEW-S/O PLACERITOS BLVD VOLUMES FOR - WEDNESDAY 11/8/06

AM							PM						
TIME	NB		SB		TOTAL		TIME	NB		SB		TOTAL	
12:00 - 12:15	0		0		0		12:00 - 12:15	0		2		2	
12:15 - 12:30	0		0		0		12:15 - 12:30	1		0		1	
12:30 - 12:45	0		0		0		12:30 - 12:45	0		2		2	
12:45 - 1:00	0	0	0	0	0	0	12:45 - 1:00	5	6	1	5	6	11
1:00 - 1:15	0		0		0		1:00 - 1:15	2		0		2	
1:15 - 1:30	0		0		0		1:15 - 1:30	4		1		5	
1:30 - 1:45	0		0		0		1:30 - 1:45	1		4		5	
1:45 - 2:00	0	0	0	0	0	0	1:45 - 2:00	8	15	5	10	13	25
2:00 - 2:15	0		0		0		2:00 - 2:15	3		2		5	
2:15 - 2:30	0		0		0		2:15 - 2:30	5		2		7	
2:30 - 2:45	0		0		0		2:30 - 2:45	1		4		5	
2:45 - 3:00	0	0	0	0	0	0	2:45 - 3:00	5	14	2	10	7	24
3:00 - 3:15	0		0		0		3:00 - 3:15	3		1		4	
3:15 - 3:30	0		0		0		3:15 - 3:30	4		0		4	
3:30 - 3:45	0		0		0		3:30 - 3:45	2		1		3	
3:45 - 4:00	0	0	0	0	0	0	3:45 - 4:00	1	10	1	3	2	13
4:00 - 4:15	1		0		1		4:00 - 4:15	1		1		2	
4:15 - 4:30	0		0		0		4:15 - 4:30	2		2		4	
4:30 - 4:45	0		0		0		4:30 - 4:45	4		1		5	
4:45 - 5:00	0	1	0	0	0	1	4:45 - 5:00	2	9	2	6	4	15
5:00 - 5:15	1		0		1		5:00 - 5:15	1		3		4	
5:15 - 5:30	0		0		0		5:15 - 5:30	2		2		4	
5:30 - 5:45	0		1		1		5:30 - 5:45	3		3		6	
5:45 - 6:00	0	1	0	1	0	2	5:45 - 6:00	4	10	2	10	6	20
6:00 - 6:15	1		0		1		6:00 - 6:15	3		2		5	
6:15 - 6:30	1		0		1		6:15 - 6:30	3		4		7	
6:30 - 6:45	1		0		1		6:30 - 6:45	4		1		5	
6:45 - 7:00	2	5	0	0	2	5	6:45 - 7:00	3	13	2	9	5	22
7:00 - 7:15	2		2		4		7:00 - 7:15	6		4		10	
7:15 - 7:30	2		0		2		7:15 - 7:30	1		0		1	
7:30 - 7:45	5		1		6		7:30 - 7:45	2		0		2	
7:45 - 8:00	3	12	4	7	7	19	7:45 - 8:00	2	11	3	7	5	18
8:00 - 8:15	4		2		6		8:00 - 8:15	0		2		2	
8:15 - 8:30	2		2		4		8:15 - 8:30	2		2		4	
8:30 - 8:45	3		0		3		8:30 - 8:45	2		2		4	
8:45 - 9:00	14	23	2	6	16	29	8:45 - 9:00	0	4	0	6	0	10
9:00 - 9:15	22		2		24		9:00 - 9:15	4		0		4	
9:15 - 9:30	2		2		4		9:15 - 9:30	1		3		4	
9:30 - 9:45	2		0		2		9:30 - 9:45	3		0		3	
9:45 - 10:00	0	26	2	6	2	32	9:45 - 10:00	0	8	2	5	2	13
10:00 - 10:15	1		1		2		10:00 - 10:15	0		1		1	
10:15 - 10:30	2		0		2		10:15 - 10:30	0		0		0	
10:30 - 10:45	4		14		18		10:30 - 10:45	2		1		3	
10:45 - 11:00	2	9	0	15	2	24	10:45 - 11:00	0	2	0	2	0	4
11:00 - 11:15	3		0		3		11:00 - 11:15	0		0		0	
11:15 - 11:30	2		4		6		11:15 - 11:30	0		0		0	
11:30 - 11:45	2		3		5		11:30 - 11:45	0		0		0	
11:45 - 12:00	1	8	0	7	1	15	11:45 - 12:00	0	0	0	0	0	0
TOTALS		85		42		127			102		73		175
ADT'S									187		115		302

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.006

LOCATION - QUIGLEY CANYON-N/O PLACERITOS VOLUMES FOR - WEDNESDAY 11/8/06

AM								PM							
TIME	NB		SB		TOTAL			TIME	NB		SB		TOTAL		
12:00 - 12:15	0		0		0			12:00 - 12:15	8		5		13		
12:15 - 12:30	2		1		3			12:15 - 12:30	13		4		17		
12:30 - 12:45	3		0		3			12:30 - 12:45	10		3		13		
12:45 - 1:00	0	5	0	1	0	6		12:45 - 1:00	14	45	6	18	20	63	
1:00 - 1:15	0		0		0			1:00 - 1:15	12		5		17		
1:15 - 1:30	0		0		0			1:15 - 1:30	10		2		12		
1:30 - 1:45	1		0		1			1:30 - 1:45	15		6		21		
1:45 - 2:00	0	1	2	2	2	3		1:45 - 2:00	6	43	3	16	9	59	
2:00 - 2:15	0		0		0			2:00 - 2:15	7		3		10		
2:15 - 2:30	0		0		0			2:15 - 2:30	17		2		19		
2:30 - 2:45	0		0		0			2:30 - 2:45	12		4		16		
2:45 - 3:00	0	0	0	0	0	0		2:45 - 3:00	12	48	8	17	20	65	
3:00 - 3:15	0		1		1			3:00 - 3:15	12		4		16		
3:15 - 3:30	2		1		3			3:15 - 3:30	8		4		12		
3:30 - 3:45	1		0		1			3:30 - 3:45	9		2		11		
3:45 - 4:00	0	3	2	4	2	7		3:45 - 4:00	9	38	4	14	13	52	
4:00 - 4:15	0		0		0			4:00 - 4:15	9		6		15		
4:15 - 4:30	0		1		1			4:15 - 4:30	5		2		7		
4:30 - 4:45	0		0		0			4:30 - 4:45	16		4		20		
4:45 - 5:00	1	1	0	1	1	2		4:45 - 5:00	3	33	10	22	13	55	
5:00 - 5:15	0		1		1			5:00 - 5:15	12		2		14		
5:15 - 5:30	1		0		1			5:15 - 5:30	13		2		15		
5:30 - 5:45	0		5		5			5:30 - 5:45	11		2		13		
5:45 - 6:00	2	3	1	7	3	10		5:45 - 6:00	6	42	6	12	12	54	
6:00 - 6:15	0		0		0			6:00 - 6:15	8		4		12		
6:15 - 6:30	4		4		8			6:15 - 6:30	11		3		14		
6:30 - 6:45	1		2		3			6:30 - 6:45	5		2		7		
6:45 - 7:00	4	9	2	8	6	17		6:45 - 7:00	17	41	10	19	27	60	
7:00 - 7:15	5		7		12			7:00 - 7:15	17		9		26		
7:15 - 7:30	3		9		12			7:15 - 7:30	10		8		18		
7:30 - 7:45	5		6		11			7:30 - 7:45	12		0		12		
7:45 - 8:00	12	25	6	28	18	53		7:45 - 8:00	8	47	2	19	10	66	
8:00 - 8:15	10		6		16			8:00 - 8:15	3		0		3		
8:15 - 8:30	5		1		6			8:15 - 8:30	3		1		4		
8:30 - 8:45	9		2		11			8:30 - 8:45	4		1		5		
8:45 - 9:00	8	32	9	18	17	50		8:45 - 9:00	10	20	8	10	18	30	
9:00 - 9:15	4		6		10			9:00 - 9:15	10		10		20		
9:15 - 9:30	14		0		14			9:15 - 9:30	11		4		15		
9:30 - 9:45	4		4		8			9:30 - 9:45	4		5		9		
9:45 - 10:00	1	23	3	13	4	36		9:45 - 10:00	6	31	2	21	8	52	
10:00 - 10:15	7		4		11			10:00 - 10:15	3		0		3		
10:15 - 10:30	7		4		11			10:15 - 10:30	2		0		2		
10:30 - 10:45	9		1		10			10:30 - 10:45	2		2		4		
10:45 - 11:00	4	27	1	10	5	37		10:45 - 11:00	4	11	0	2	4	13	
11:00 - 11:15	13		1		14			11:00 - 11:15	6		0		6		
11:15 - 11:30	6		2		8			11:15 - 11:30	1		1		2		
11:30 - 11:45	8		2		10			11:30 - 11:45	1		0		1		
11:45 - 12:00	9	36	2	7	11	43		11:45 - 12:00	1	9	0	1	1	10	
TOTALS		165		99		264				408		171		579	
ADT'S										573		270		843	

TRAFFIC DATA SERVICES, INC. LOCATION CODE 11601.002

LOCATION - PLACERITA CANYON-E/O PEPPERIDGE VOLUMES FOR - WEDNESDAY 11/8/06

AM								PM							
TIME	EB		WB		TOTAL			TIME	EB		WB		TOTAL		
12:00 - 12:15	2		3		5			12:00 - 12:15	20		18		38		
12:15 - 12:30	1		2		3			12:15 - 12:30	16		17		33		
12:30 - 12:45	1		1		2			12:30 - 12:45	21		14		35		
12:45 - 1:00	0	4	1	7	1	11		12:45 - 1:00	12	69	8	57	20	126	
1:00 - 1:15	0		0		0			1:00 - 1:15	17		14		31		
1:15 - 1:30	0		0		0			1:15 - 1:30	11		16		27		
1:30 - 1:45	0		0		0			1:30 - 1:45	20		22		42		
1:45 - 2:00	1	1	0	0	1	1		1:45 - 2:00	13	61	21	73	34	134	
2:00 - 2:15	0		0		0			2:00 - 2:15	11		20		31		
2:15 - 2:30	0		0		0			2:15 - 2:30	17		12		29		
2:30 - 2:45	2		0		2			2:30 - 2:45	22		16		38		
2:45 - 3:00	0	2	0	0	0	2		2:45 - 3:00	6	56	15	63	21	119	
3:00 - 3:15	1		1		2			3:00 - 3:15	22		10		32		
3:15 - 3:30	0		1		1			3:15 - 3:30	11		18		29		
3:30 - 3:45	0		1		1			3:30 - 3:45	20		12		32		
3:45 - 4:00	1	2	1	4	2	6		3:45 - 4:00	21	74	25	65	46	139	
4:00 - 4:15	2		0		2			4:00 - 4:15	15		21		36		
4:15 - 4:30	0		2		2			4:15 - 4:30	19		14		33		
4:30 - 4:45	1		2		3			4:30 - 4:45	22		25		47		
4:45 - 5:00	0	3	1	5	1	8		4:45 - 5:00	24	80	17	77	41	157	
5:00 - 5:15	6		3		9			5:00 - 5:15	20		30		50		
5:15 - 5:30	6		0		6			5:15 - 5:30	20		10		30		
5:30 - 5:45	5		8		13			5:30 - 5:45	27		20		47		
5:45 - 6:00	4	21	6	17	10	38		5:45 - 6:00	26	93	22	82	48	175	
6:00 - 6:15	12		12		24			6:00 - 6:15	11		18		29		
6:15 - 6:30	10		10		20			6:15 - 6:30	18		14		32		
6:30 - 6:45	10		10		20			6:30 - 6:45	14		27		41		
6:45 - 7:00	16	48	12	44	28	92		6:45 - 7:00	19	62	23	82	42	144	
7:00 - 7:15	15		10		25			7:00 - 7:15	17		12		29		
7:15 - 7:30	12		10		22			7:15 - 7:30	10		7		17		
7:30 - 7:45	16		30		46			7:30 - 7:45	10		18		28		
7:45 - 8:00	22	65	28	78	50	143		7:45 - 8:00	6	43	11	48	17	91	
8:00 - 8:15	25		26		51			8:00 - 8:15	6		7		13		
8:15 - 8:30	18		14		32			8:15 - 8:30	11		4		15		
8:30 - 8:45	16		9		25			8:30 - 8:45	11		4		15		
8:45 - 9:00	12	71	14	63	26	134		8:45 - 9:00	8	36	4	19	12	55	
9:00 - 9:15	15		20		35			9:00 - 9:15	8		8		16		
9:15 - 9:30	16		16		32			9:15 - 9:30	10		12		22		
9:30 - 9:45	18		16		34			9:30 - 9:45	8		6		14		
9:45 - 10:00	16	65	14	66	30	131		9:45 - 10:00	5	31	4	30	9	61	
10:00 - 10:15	20		12		32			10:00 - 10:15	2		3		5		
10:15 - 10:30	14		16		30			10:15 - 10:30	7		7		14		
10:30 - 10:45	14		12		26			10:30 - 10:45	4		6		10		
10:45 - 11:00	20	68	16	56	36	124		10:45 - 11:00	0	13	2	18	2	31	
11:00 - 11:15	12		18		30			11:00 - 11:15	5		1		6		
11:15 - 11:30	12		11		23			11:15 - 11:30	1		1		2		
11:30 - 11:45	14		18		32			11:30 - 11:45	2		0		2		
11:45 - 12:00	16	54	16	63	32	117		11:45 - 12:00	1	9	2	4	3	13	
TOTALS		404		403		807				627		618		1,245	
ADT'S										1,031		1,021		2,052	

b. Jan. 2007 (College in Winter Recess)

TRAFFIC DATA SERVICES, INC
SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S ST : 12TH ST
E/W ST: ARCH ST/PLACERITA CANYON RD
CITY: SANTA CLARITA

FILENAME: 0170101
DATE: 1/09/07
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	2	0	0	0	0	11	13	15	1	1	13	2	58
15 AM	0	0	1	0	0	15	14	19	1	1	12	0	63
30 AM	4	0	0	0	0	23	19	17	0	1	21	0	85
45 AM	3	1	0	2	0	31	40	26	1	0	30	0	134
8:00 AM	1	0	1	0	0	32	33	29	0	0	22	0	118
15 AM	1	0	0	0	0	13	26	47	1	2	17	0	107
30 AM	1	0	0	0	0	27	23	22	0	0	19	1	93
45 AM	2	0	0	1	0	40	21	18	1	0	11	0	94
PEAK HOUR BEGINS AT: 745 AM													PHF: 0.84
VOLUMES =	6	1	1	2	0	103	122	124	2	2	88	1	452

FILENAME: 0170101P
DATE: 1/09/07
DAY: TUESDAY

PERIOD	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
BEGINS	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
4:00 PM	4	0	0	0	0	25	25	36	0	0	32	0	122
15 PM	6	0	0	0	0	19	28	26	0	0	27	0	106
30 PM	2	1	2	0	1	28	27	26	0	0	37	1	125
45 PM	5	0	1	0	3	29	28	12	0	0	39	0	117
5:00 PM	7	0	1	0	0	45	41	25	1	2	41	1	164
15 PM	9	1	0	0	0	39	38	22	0	0	37	0	146
30 PM	2	0	0	0	0	32	48	30	4	0	23	0	139
45 PM	1	0	2	0	0	23	37	37	0	0	31	1	132
PEAK HOUR BEGINS AT: 1700 PM													PHF: 0.89
VOLUMES =	19	1	3	0	0	139	164	114	5	2	132	2	581

COMMENTS:

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.001

LOCATION - PLACERITA CANYON-E/O ADEN VOLUMES FOR - TUESDAY 1/9/07

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	3		4		7		12:00 - 12:15	17		41		58	
12:15 - 12:30	3		2		5		12:15 - 12:30	20		21		41	
12:30 - 12:45	1		1		2		12:30 - 12:45	36		20		56	
12:45 - 1:00	1	8	0	7	1	15	12:45 - 1:00	16	89	16	98	32	187
1:00 - 1:15	3		0		3		1:00 - 1:15	29		28		57	
1:15 - 1:30	1		0		1		1:15 - 1:30	22		13		35	
1:30 - 1:45	1		0		1		1:30 - 1:45	29		20		49	
1:45 - 2:00	0	5	0	0	0	5	1:45 - 2:00	13	93	13	74	26	167
2:00 - 2:15	1		0		1		2:00 - 2:15	16		16		32	
2:15 - 2:30	0		0		0		2:15 - 2:30	22		14		36	
2:30 - 2:45	0		0		0		2:30 - 2:45	15		21		36	
2:45 - 3:00	0	1	1	1	1	2	2:45 - 3:00	18	71	18	69	36	140
3:00 - 3:15	1		0		1		3:00 - 3:15	23		22		45	
3:15 - 3:30	1		0		1		3:15 - 3:30	30		26		56	
3:30 - 3:45	0		0		0		3:30 - 3:45	24		12		36	
3:45 - 4:00	2	4	0	0	2	4	3:45 - 4:00	18	95	29	89	47	184
4:00 - 4:15	0		0		0		4:00 - 4:15	36		32		68	
4:15 - 4:30	1		2		3		4:15 - 4:30	26		22		48	
4:30 - 4:45	1		1		2		4:30 - 4:45	24		37		61	
4:45 - 5:00	0	2	3	6	3	8	4:45 - 5:00	16	102	38	129	54	231
5:00 - 5:15	0		2		2		5:00 - 5:15	22		42		64	
5:15 - 5:30	3		1		4		5:15 - 5:30	17		33		50	
5:30 - 5:45	1		3		4		5:30 - 5:45	32		23		55	
5:45 - 6:00	4	8	7	13	11	21	5:45 - 6:00	36	107	26	124	62	231
6:00 - 6:15	2		4		6		6:00 - 6:15	19		32		51	
6:15 - 6:30	3		7		10		6:15 - 6:30	33		15		48	
6:30 - 6:45	7		6		13		6:30 - 6:45	24		22		46	
6:45 - 7:00	15	27	7	24	22	51	6:45 - 7:00	19	95	13	82	32	177
7:00 - 7:15	17		14		31		7:00 - 7:15	20		16		36	
7:15 - 7:30	14		9		23		7:15 - 7:30	17		9		26	
7:30 - 7:45	16		18		34		7:30 - 7:45	14		11		25	
7:45 - 8:00	26	73	27	68	53	141	7:45 - 8:00	12	63	9	45	21	108
8:00 - 8:15	24		20		44		8:00 - 8:15	16		12		28	
8:15 - 8:30	46		18		64		8:15 - 8:30	15		33		48	
8:30 - 8:45	27		16		43		8:30 - 8:45	11		9		20	
8:45 - 9:00	22	119	9	63	31	182	8:45 - 9:00	18	60	6	60	24	120
9:00 - 9:15	18		14		32		9:00 - 9:15	9		25		34	
9:15 - 9:30	21		12		33		9:15 - 9:30	10		6		16	
9:30 - 9:45	16		17		33		9:30 - 9:45	7		8		15	
9:45 - 10:00	9	64	19	62	28	126	9:45 - 10:00	14	40	12	51	26	91
10:00 - 10:15	18		10		28		10:00 - 10:15	13		10		23	
10:15 - 10:30	14		26		40		10:15 - 10:30	8		8		16	
10:30 - 10:45	21		8		29		10:30 - 10:45	4		6		10	
10:45 - 11:00	9	62	15	59	24	121	10:45 - 11:00	7	32	4	28	11	60
11:00 - 11:15	22		15		37		11:00 - 11:15	7		7		14	
11:15 - 11:30	17		16		33		11:15 - 11:30	4		3		7	
11:30 - 11:45	20		26		46		11:30 - 11:45	2		2		4	
11:45 - 12:00	23	82	25	82	48	164	11:45 - 12:00	5	18	5	17	10	35
TOTALS		455		385		840			865		866		1,731
ADT'S									1,320		1,251		2,571

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.R03

LOCATION - PLACERITOS BLVD-W/O MEADVIEW VOLUMES FOR - TUESDAY 1/9/07

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	2		1		3		12:00 - 12:15	18		28		46	
12:15 - 12:30	0		1		1		12:15 - 12:30	15		17		32	
12:30 - 12:45	1		1		2		12:30 - 12:45	17		18		35	
12:45 - 1:00	5	8	0	3	5	11	12:45 - 1:00	17	67	17	80	34	147
1:00 - 1:15	0		0		0		1:00 - 1:15	16		13		29	
1:15 - 1:30	1		0		1		1:15 - 1:30	19		14		33	
1:30 - 1:45	0		0		0		1:30 - 1:45	12		10		22	
1:45 - 2:00	0	1	0	0	0	1	1:45 - 2:00	16	63	9	46	25	109
2:00 - 2:15	0		1		1		2:00 - 2:15	18		14		32	
2:15 - 2:30	0		0		0		2:15 - 2:30	13		12		25	
2:30 - 2:45	1		1		2		2:30 - 2:45	15		11		26	
2:45 - 3:00	0	1	0	2	0	3	2:45 - 3:00	19	65	26	63	45	128
3:00 - 3:15	1		0		1		3:00 - 3:15	19		16		35	
3:15 - 3:30	0		1		1		3:15 - 3:30	15		12		27	
3:30 - 3:45	0		0		0		3:30 - 3:45	13		7		20	
3:45 - 4:00	0	1	0	1	0	2	3:45 - 4:00	20	67	16	51	36	118
4:00 - 4:15	0		1		1		4:00 - 4:15	16		12		28	
4:15 - 4:30	1		2		3		4:15 - 4:30	17		22		39	
4:30 - 4:45	0		0		0		4:30 - 4:45	16		22		38	
4:45 - 5:00	0	1	5	8	5	9	4:45 - 5:00	16	65	39	95	55	160
5:00 - 5:15	3		4		7		5:00 - 5:15	16		23		39	
5:15 - 5:30	2		2		4		5:15 - 5:30	12		25		37	
5:30 - 5:45	1		2		3		5:30 - 5:45	11		11		22	
5:45 - 6:00	4	10	3	11	7	21	5:45 - 6:00	14	53	7	66	21	119
6:00 - 6:15	3		8		11		6:00 - 6:15	21		14		35	
6:15 - 6:30	5		2		7		6:15 - 6:30	17		14		31	
6:30 - 6:45	3		3		6		6:30 - 6:45	14		14		28	
6:45 - 7:00	6	17	9	22	15	39	6:45 - 7:00	9	61	11	53	20	114
7:00 - 7:15	9		8		17		7:00 - 7:15	7		7		14	
7:15 - 7:30	9		7		16		7:15 - 7:30	8		11		19	
7:30 - 7:45	12		9		21		7:30 - 7:45	9		11		20	
7:45 - 8:00	29	59	20	44	49	103	7:45 - 8:00	8	32	6	35	14	67
8:00 - 8:15	27		19		46		8:00 - 8:15	11		4		15	
8:15 - 8:30	12		14		26		8:15 - 8:30	6		7		13	
8:30 - 8:45	15		12		27		8:30 - 8:45	5		2		7	
8:45 - 9:00	12	66	23	68	35	134	8:45 - 9:00	13	35	4	17	17	52
9:00 - 9:15	19		7		26		9:00 - 9:15	5		4		9	
9:15 - 9:30	14		9		23		9:15 - 9:30	9		6		15	
9:30 - 9:45	7		11		18		9:30 - 9:45	6		9		15	
9:45 - 10:00	10	50	18	45	28	95	9:45 - 10:00	11	31	10	29	21	60
10:00 - 10:15	6		14		20		10:00 - 10:15	7		12		19	
10:15 - 10:30	16		18		34		10:15 - 10:30	4		3		7	
10:30 - 10:45	9		15		24		10:30 - 10:45	2		2		4	
10:45 - 11:00	18	49	8	55	26	104	10:45 - 11:00	1	14	5	22	6	36
11:00 - 11:15	12		9		21		11:00 - 11:15	3		0		3	
11:15 - 11:30	9		8		17		11:15 - 11:30	1		2		3	
11:30 - 11:45	11		23		34		11:30 - 11:45	1		3		4	
11:45 - 12:00	10	42	16	56	26	98	11:45 - 12:00	1	6	3	8	4	14
TOTALS		305		315		620			559		565		1,124
ADT'S									864		880		1,744

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.004

LOCATION - PLACERITOS BLVD-E/O MEADVIEW VOLUMES FOR - TUESDAY 1/9/07

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	0		0		0		12:00 - 12:15	10		20		30	
12:15 - 12:30	1		1		2		12:15 - 12:30	17		13		30	
12:30 - 12:45	1		0		1		12:30 - 12:45	7		8		15	
12:45 - 1:00	0	2	2	3	2	5	12:45 - 1:00	15	49	10	51	25	100
1:00 - 1:15	0		0		0		1:00 - 1:15	17		10		27	
1:15 - 1:30	0		0		0		1:15 - 1:30	18		15		33	
1:30 - 1:45	3		2		5		1:30 - 1:45	17		10		27	
1:45 - 2:00	0	3	0	2	0	5	1:45 - 2:00	10	62	9	44	19	106
2:00 - 2:15	0		0		0		2:00 - 2:15	11		14		25	
2:15 - 2:30	0		0		0		2:15 - 2:30	16		18		34	
2:30 - 2:45	0		0		0		2:30 - 2:45	9		13		22	
2:45 - 3:00	0	0	0	0	0	0	2:45 - 3:00	16	52	14	59	30	111
3:00 - 3:15	1		0		1		3:00 - 3:15	16		8		24	
3:15 - 3:30	0		2		2		3:15 - 3:30	13		19		32	
3:30 - 3:45	0		0		0		3:30 - 3:45	13		16		29	
3:45 - 4:00	0	1	0	2	0	3	3:45 - 4:00	13	55	14	57	27	112
4:00 - 4:15	0		1		1		4:00 - 4:15	9		14		23	
4:15 - 4:30	0		1		1		4:15 - 4:30	10		4		14	
4:30 - 4:45	0		1		1		4:30 - 4:45	17		13		30	
4:45 - 5:00	1	1	2	5	3	6	4:45 - 5:00	9	45	18	49	27	94
5:00 - 5:15	2		1		3		5:00 - 5:15	17		30		47	
5:15 - 5:30	0		6		6		5:15 - 5:30	9		15		24	
5:30 - 5:45	4		0		4		5:30 - 5:45	15		15		30	
5:45 - 6:00	2	8	4	11	6	19	5:45 - 6:00	9	50	12	72	21	122
6:00 - 6:15	0		2		2		6:00 - 6:15	9		11		20	
6:15 - 6:30	6		1		7		6:15 - 6:30	14		12		26	
6:30 - 6:45	4		4		8		6:30 - 6:45	12		6		18	
6:45 - 7:00	5	15	4	11	9	26	6:45 - 7:00	5	40	6	35	11	75
7:00 - 7:15	5		4		9		7:00 - 7:15	8		3		11	
7:15 - 7:30	8		2		10		7:15 - 7:30	12		4		16	
7:30 - 7:45	8		7		15		7:30 - 7:45	5		3		8	
7:45 - 8:00	19	40	7	20	26	60	7:45 - 8:00	1	26	3	13	4	39
8:00 - 8:15	25		15		40		8:00 - 8:15	1		4		5	
8:15 - 8:30	13		5		18		8:15 - 8:30	4		5		9	
8:30 - 8:45	14		8		22		8:30 - 8:45	4		5		9	
8:45 - 9:00	10	62	12	40	22	102	8:45 - 9:00	3	12	4	18	7	30
9:00 - 9:15	11		6		17		9:00 - 9:15	5		4		9	
9:15 - 9:30	13		9		22		9:15 - 9:30	6		3		9	
9:30 - 9:45	4		9		13		9:30 - 9:45	5		3		8	
9:45 - 10:00	5	33	6	30	11	63	9:45 - 10:00	4	20	4	14	8	34
10:00 - 10:15	6		5		11		10:00 - 10:15	3		1		4	
10:15 - 10:30	6		4		10		10:15 - 10:30	0		1		1	
10:30 - 10:45	7		8		15		10:30 - 10:45	4		2		6	
10:45 - 11:00	5	24	9	26	14	50	10:45 - 11:00	2	9	2	6	4	15
11:00 - 11:15	7		6		13		11:00 - 11:15	3		2		5	
11:15 - 11:30	11		12		23		11:15 - 11:30	1		0		1	
11:30 - 11:45	10		12		22		11:30 - 11:45	1		1		2	
11:45 - 12:00	9	37	24	54	33	91	11:45 - 12:00	0	5	3	6	3	11
TOTALS		226		204		430			425		424		849
ADT'S									651		628		1,279

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.005

LOCATION - MEADVIEW-S/O PLACERITOS BLVD VOLUMES FOR - TUESDAY 1/9/07

AM TIME	NB		SB		TOTAL		PM TIME	NB		SB		TOTAL	
12:00 - 12:15	0		0		0		12:00 - 12:15	2		2		4	
12:15 - 12:30	0		0		0		12:15 - 12:30	0		6		6	
12:30 - 12:45	0		0		0		12:30 - 12:45	2		0		2	
12:45 - 1:00	0	0	0	0	0	0	12:45 - 1:00	0	4	2	10	2	14
1:00 - 1:15	0		0		0		1:00 - 1:15	0		3		3	
1:15 - 1:30	0		0		0		1:15 - 1:30	0		2		2	
1:30 - 1:45	1		0		1		1:30 - 1:45	3		6		9	
1:45 - 2:00	0	1	0	0	0	1	1:45 - 2:00	0	3	0	11	0	14
2:00 - 2:15	0		0		0		2:00 - 2:15	0		0		0	
2:15 - 2:30	0		0		0		2:15 - 2:30	1		6		7	
2:30 - 2:45	0		0		0		2:30 - 2:45	1		4		5	
2:45 - 3:00	0	0	0	0	0	0	2:45 - 3:00	0	2	2	12	2	14
3:00 - 3:15	1		0		1		3:00 - 3:15	3		3		6	
3:15 - 3:30	1		1		2		3:15 - 3:30	0		0		0	
3:30 - 3:45	0		0		0		3:30 - 3:45	2		4		6	
3:45 - 4:00	0	2	0	1	0	3	3:45 - 4:00	0	5	0	7	0	12
4:00 - 4:15	0		0		0		4:00 - 4:15	1		0		1	
4:15 - 4:30	0		2		2		4:15 - 4:30	0		2		2	
4:30 - 4:45	0		0		0		4:30 - 4:45	0		1		1	
4:45 - 5:00	0	0	0	2	0	2	4:45 - 5:00	2	3	2	5	4	8
5:00 - 5:15	0		0		0		5:00 - 5:15	0		1		1	
5:15 - 5:30	0		0		0		5:15 - 5:30	2		0		2	
5:30 - 5:45	0		0		0		5:30 - 5:45	0		2		2	
5:45 - 6:00	0	0	0	0	0	0	5:45 - 6:00	2	4	1	4	3	8
6:00 - 6:15	0		2		2		6:00 - 6:15	0		1		1	
6:15 - 6:30	0		0		0		6:15 - 6:30	1		3		4	
6:30 - 6:45	0		0		0		6:30 - 6:45	0		0		0	
6:45 - 7:00	0	0	0	2	0	2	6:45 - 7:00	0	1	1	5	1	6
7:00 - 7:15	0		0		0		7:00 - 7:15	0		0		0	
7:15 - 7:30	0		0		0		7:15 - 7:30	0		1		1	
7:30 - 7:45	0		0		0		7:30 - 7:45	0		0		0	
7:45 - 8:00	2	2	2	2	4	4	7:45 - 8:00	0	0	0	1	0	1
8:00 - 8:15	0		2		2		8:00 - 8:15	0		0		0	
8:15 - 8:30	1		0		1		8:15 - 8:30	1		2		3	
8:30 - 8:45	1		1		2		8:30 - 8:45	0		1		1	
8:45 - 9:00	0	2	1	4	1	6	8:45 - 9:00	0	1	1	4	1	5
9:00 - 9:15	0		1		1		9:00 - 9:15	0		0		0	
9:15 - 9:30	0		1		1		9:15 - 9:30	0		0		0	
9:30 - 9:45	0		0		0		9:30 - 9:45	0		1		1	
9:45 - 10:00	0	0	2	4	2	4	9:45 - 10:00	1	1	1	2	2	3
10:00 - 10:15	0		0		0		10:00 - 10:15	0		0		0	
10:15 - 10:30	0		2		2		10:15 - 10:30	2		0		2	
10:30 - 10:45	2		3		5		10:30 - 10:45	0		0		0	
10:45 - 11:00	0	2	0	5	0	7	10:45 - 11:00	0	2	0	0	0	2
11:00 - 11:15	1		2		3		11:00 - 11:15	0		0		0	
11:15 - 11:30	0		2		2		11:15 - 11:30	0		0		0	
11:30 - 11:45	1		1		2		11:30 - 11:45	0		0		0	
11:45 - 12:00	1	3	0	5	1	8	11:45 - 12:00	0	0	0	0	0	0
TOTALS		12		25		37			26		61		87
ADT'S									38		86		124

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.R06

LOCATION - QUIGLEY CANYON-N/O PLACERITOS BLVD VOLUMES FOR - TUESDAY 1/9/07

AM TIME	NB		SB		TOTAL		PM TIME	NB		SB		TOTAL	
12:00 - 12:15	1		1		2		12:00 - 12:15	6		5		11	
12:15 - 12:30	0		0		0		12:15 - 12:30	10		4		14	
12:30 - 12:45	1		1		2		12:30 - 12:45	7		8		15	
12:45 - 1:00	3	5	0	2	3	7	12:45 - 1:00	3	26	10	27	13	53
1:00 - 1:15	0		0		0		1:00 - 1:15	6		8		14	
1:15 - 1:30	0		0		0		1:15 - 1:30	8		2		10	
1:30 - 1:45	0		1		1		1:30 - 1:45	6		5		11	
1:45 - 2:00	0	0	0	1	0	1	1:45 - 2:00	6	26	2	17	8	43
2:00 - 2:15	0		0		0		2:00 - 2:15	5		8		13	
2:15 - 2:30	0		0		0		2:15 - 2:30	8		5		13	
2:30 - 2:45	0		0		0		2:30 - 2:45	2		6		8	
2:45 - 3:00	0	0	0	0	0	0	2:45 - 3:00	11	26	9	28	20	54
3:00 - 3:15	0		1		1		3:00 - 3:15	8		8		16	
3:15 - 3:30	0		1		1		3:15 - 3:30	4		6		10	
3:30 - 3:45	0		0		0		3:30 - 3:45	7		4		11	
3:45 - 4:00	0	0	0	2	0	2	3:45 - 4:00	10	29	9	27	19	56
4:00 - 4:15	1		1		2		4:00 - 4:15	9		6		15	
4:15 - 4:30	0		1		1		4:15 - 4:30	8		7		15	
4:30 - 4:45	0		1		1		4:30 - 4:45	6		6		12	
4:45 - 5:00	0	1	2	5	2	6	4:45 - 5:00	9	32	11	30	20	62
5:00 - 5:15	2		4		6		5:00 - 5:15	10		7		17	
5:15 - 5:30	0		1		1		5:15 - 5:30	5		8		13	
5:30 - 5:45	0		2		2		5:30 - 5:45	4		3		7	
5:45 - 6:00	1	3	0	7	1	10	5:45 - 6:00	4	23	3	21	7	44
6:00 - 6:15	1		7		8		6:00 - 6:15	3		6		9	
6:15 - 6:30	2		1		3		6:15 - 6:30	9		10		19	
6:30 - 6:45	1		1		2		6:30 - 6:45	6		6		12	
6:45 - 7:00	1	5	6	15	7	20	6:45 - 7:00	5	23	5	27	10	50
7:00 - 7:15	1		4		5		7:00 - 7:15	1		5		6	
7:15 - 7:30	3		3		6		7:15 - 7:30	4		2		6	
7:30 - 7:45	1		4		5		7:30 - 7:45	2		4		6	
7:45 - 8:00	2	7	10	21	12	28	7:45 - 8:00	1	8	3	14	4	22
8:00 - 8:15	2		12		14		8:00 - 8:15	5		1		6	
8:15 - 8:30	3		12		15		8:15 - 8:30	1		1		2	
8:30 - 8:45	4		4		8		8:30 - 8:45	2		0		2	
8:45 - 9:00	3	12	14	42	17	54	8:45 - 9:00	4	12	4	6	8	18
9:00 - 9:15	8		4		12		9:00 - 9:15	3		2		5	
9:15 - 9:30	11		5		16		9:15 - 9:30	2		0		2	
9:30 - 9:45	5		3		8		9:30 - 9:45	6		3		9	
9:45 - 10:00	8	32	8	20	16	52	9:45 - 10:00	4	15	0	5	4	20
10:00 - 10:15	4		6		10		10:00 - 10:15	1		0		1	
10:15 - 10:30	7		11		18		10:15 - 10:30	1		3		4	
10:30 - 10:45	3		4		7		10:30 - 10:45	2		1		3	
10:45 - 11:00	5	19	4	25	9	44	10:45 - 11:00	4	8	1	5	5	13
11:00 - 11:15	4		4		8		11:00 - 11:15	4		0		4	
11:15 - 11:30	2		3		5		11:15 - 11:30	1		1		2	
11:30 - 11:45	10		11		21		11:30 - 11:45	0		1		1	
11:45 - 12:00	4	20	7	25	11	45	11:45 - 12:00	1	6	1	3	2	9
TOTALS		104		165		269			234		210		444
ADT'S									338		375		713

TRAFFIC DATA SERVICES, INC. LOCATION CODE 01701.002

LOCATION - PLACERITA CANYON-E/O PEPPERRIDGE VOLUMES FOR - TUESDAY 1/9/07

AM TIME	EB		WB		TOTAL		PM TIME	EB		WB		TOTAL	
12:00 - 12:15	3		1		4		12:00 - 12:15	3		12		15	
12:15 - 12:30	2		2		4		12:15 - 12:30	10		12		22	
12:30 - 12:45	0		1		1		12:30 - 12:45	21		15		36	
12:45 - 1:00	0	5	0	4	0	9	12:45 - 1:00	6	40	12	51	18	91
1:00 - 1:15	3		2		5		1:00 - 1:15	18		14		32	
1:15 - 1:30	0		0		0		1:15 - 1:30	12		12		24	
1:30 - 1:45	1		1		2		1:30 - 1:45	11		16		27	
1:45 - 2:00	0	4	0	3	0	7	1:45 - 2:00	9	50	5	47	14	97
2:00 - 2:15	0		0		0		2:00 - 2:15	6		9		15	
2:15 - 2:30	0		0		0		2:15 - 2:30	16		10		26	
2:30 - 2:45	0		0		0		2:30 - 2:45	11		10		21	
2:45 - 3:00	0	0	2	2	2	2	2:45 - 3:00	16	49	18	47	34	96
3:00 - 3:15	1		0		1		3:00 - 3:15	12		20		32	
3:15 - 3:30	1		1		2		3:15 - 3:30	16		26		42	
3:30 - 3:45	0		0		0		3:30 - 3:45	21		14		35	
3:45 - 4:00	1	3	1	2	2	5	3:45 - 4:00	14	63	27	87	41	150
4:00 - 4:15	0		1		1		4:00 - 4:15	20		16		36	
4:15 - 4:30	0		2		2		4:15 - 4:30	19		16		35	
4:30 - 4:45	2		2		4		4:30 - 4:45	22		22		44	
4:45 - 5:00	1	3	3	8	4	11	4:45 - 5:00	10	71	14	68	24	139
5:00 - 5:15	2		0		2		5:00 - 5:15	16		13		29	
5:15 - 5:30	2		4		6		5:15 - 5:30	13		11		24	
5:30 - 5:45	5		1		6		5:30 - 5:45	25		16		41	
5:45 - 6:00	8	17	4	9	12	26	5:45 - 6:00	16	70	16	56	32	126
6:00 - 6:15	3		4		7		6:00 - 6:15	8		16		24	
6:15 - 6:30	8		4		12		6:15 - 6:30	8		6		14	
6:30 - 6:45	8		6		14		6:30 - 6:45	11		17		28	
6:45 - 7:00	12	31	6	20	18	51	6:45 - 7:00	8	35	10	49	18	84
7:00 - 7:15	20		11		31		7:00 - 7:15	19		14		33	
7:15 - 7:30	10		6		16		7:15 - 7:30	11		12		23	
7:30 - 7:45	9		11		20		7:30 - 7:45	10		10		20	
7:45 - 8:00	19	58	18	46	37	104	7:45 - 8:00	5	45	3	39	8	84
8:00 - 8:15	14		16		30		8:00 - 8:15	9		3		12	
8:15 - 8:30	16		20		36		8:15 - 8:30	8		5		13	
8:30 - 8:45	11		13		24		8:30 - 8:45	1		8		9	
8:45 - 9:00	8	49	12	61	20	110	8:45 - 9:00	6	24	2	18	8	42
9:00 - 9:15	14		14		28		9:00 - 9:15	6		9		15	
9:15 - 9:30	13		12		25		9:15 - 9:30	10		7		17	
9:30 - 9:45	8		12		20		9:30 - 9:45	4		9		13	
9:45 - 10:00	7	42	14	52	21	94	9:45 - 10:00	5	25	7	32	12	57
10:00 - 10:15	9		7		16		10:00 - 10:15	9		5		14	
10:15 - 10:30	15		17		32		10:15 - 10:30	4		4		8	
10:30 - 10:45	7		8		15		10:30 - 10:45	5		3		8	
10:45 - 11:00	8	39	8	40	16	79	10:45 - 11:00	2	20	2	14	4	34
11:00 - 11:15	8		10		18		11:00 - 11:15	2		3		5	
11:15 - 11:30	12		12		24		11:15 - 11:30	2		1		3	
11:30 - 11:45	14		15		29		11:30 - 11:45	1		2		3	
11:45 - 12:00	14	48	19	56	33	104	11:45 - 12:00	1	6	6	12	7	18
TOTALS		299		303		602			498		520		1,018
ADT'S									797		823		1,620