

Attachment 3

Lanes and Geometrics

11: Dwy 3/Dwy 2

1/9/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	650	36	82	1256	18	5	0	80	4	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	16	12	12	14	12
Storage Length (ft)	90		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	90			90			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		238			193			116			170	
Travel Time (s)		4.1			3.3			2.6			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	13%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	746	0	89	1385	0	0	92	0	0	5	0
Act Effect Green (s)	5.8	49.4		9.1	56.7			6.1			6.1	
Actuated g/C Ratio	0.08	0.69		0.13	0.79			0.08			0.08	
v/c Ratio	0.17	0.24		0.43	0.38			0.36			0.02	
Control Delay	34.9	6.1		35.2	4.0			10.0			0.2	
Queue Delay	0.0	0.0		0.0	0.1			0.0			0.0	
Total Delay	34.9	6.1		35.2	4.1			10.0			0.2	
LOS	C	A		D	A			A			A	
Approach Delay		7.0			6.0			10.0			0.2	
Approach LOS		A			A			A			A	
Queue Length 50th (ft)	9	45		35	37			0			0	
Queue Length 95th (ft)	32	80		79	127			32			0	
Internal Link Dist (ft)		158			113			36			90	
Turn Bay Length (ft)	90			55								
Base Capacity (vph)	138	3155		322	3622			629			502	
Starvation Cap Reductn	0	0		0	799			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.17	0.24		0.28	0.49			0.15			0.01	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71.8

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 6.5

Intersection Capacity Utilization 43.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Lanes and Geometrics

11: Dwy 3/Dwy 2

1/9/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	1341	57	30	882	17	1	0	94	37	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	16	12	12	14	12
Storage Length (ft)	90		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	90			90			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		238			193			116			170	
Travel Time (s)		4.1			3.3			2.6			3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	13%	2%	2%	13%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1520	0	33	977	0	0	103	0	0	69	0
Act Effct Green (s)	5.8	48.1		6.8	50.9			6.3			6.3	
Actuated g/C Ratio	0.09	0.75		0.11	0.79			0.10			0.10	
v/c Ratio	0.12	0.44		0.19	0.27			0.37			0.30	
Control Delay	29.6	5.6		29.0	3.1			10.5			6.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	29.6	5.6		29.0	3.1			10.5			6.3	
LOS	C	A		C	A			B			A	
Approach Delay		5.9			4.0			10.5			6.3	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	6	43		11	23			0			0	
Queue Length 95th (ft)	25	170		37	85			37			16	
Internal Link Dist (ft)		158			113			36			90	
Turn Bay Length (ft)	90			55								
Base Capacity (vph)	154	3433		283	3634			886			662	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.12	0.44		0.12	0.27			0.12			0.10	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 64.2

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 5.3

Intersection Capacity Utilization 44.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Appendix A

Prepared by NDS/ATD

VOLUME

Washington Blvd E/O Fidelia Ave

Day: Tuesday
Date: 10/14/2014City: Commerce
Project #: CA14_5696_001

DAILY TOTALS					NB	SB	EB		WB		Total					
					0	0	16,251	14,991	31,242							
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL				
00:00			55	35	90		12:00			243	227	470				
00:15			39	33	72		12:15			286	257	543				
00:30			49	40	89		12:30			213	227	440				
00:45			30	173	28	136	58	309	12:45	273	1015	226	937	499	1952	
01:00			21		27		48		13:00	229		231		460		
01:15			40		32		72		13:15	281		208		489		
01:30			37		31		68		13:30	308		206		514		
01:45			46	144	35	125	81	269	13:45	277	1095	219	864	496	1959	
02:00			33		25		58		14:00	305		195		500		
02:15			27		14		41		14:15	287		215		502		
02:30			47		22		69		14:30	301		253		554		
02:45			41	148	40	101	81	249	14:45	338	1231	268	931	606	2162	
03:00			41		37		78		15:00	304		224		528		
03:15			32		42		74		15:15	320		206		526		
03:30			49		43		92		15:30	311		286		597		
03:45			57	179	59	181	116	360	15:45	324	1259	237	953	561	2212	
04:00			44		46		90		16:00	351		224		575		
04:15			56		75		131		16:15	345		216		561		
04:30			78		90		168		16:30	362		273		635		
04:45			79	257	121	332	200	589	16:45	357	1415	232	945	589	2360	
05:00			108		85		193		17:00	315		250		565		
05:15			88		121		209		17:15	260		240		500		
05:30			143		163		306		17:30	264		237		501		
05:45			166	505	195	564	361	1069	17:45	361	1200	167	894	528	2094	
06:00			131		178		309		18:00	363		186		549		
06:15			125		214		339		18:15	294		178		472		
06:30			150		256		406		18:30	281		156		437		
06:45			217	623	322	970	539	1593	18:45	257	1195	131	651	388	1846	
07:00			143		299		442		19:00	243		148		391		
07:15			185		325		510		19:15	226		128		354		
07:30			190		342		532		19:30	224		97		321		
07:45			189	707	337	1303	526	2010	19:45	170	863	96	469	266	1332	
08:00			165		285		450		20:00	116		84		200		
08:15			204		273		477		20:15	106		81		187		
08:30			172		296		468		20:30	114		90		204		
08:45			165	706	235	1089	400	1795	20:45	105	441	74	329	179	770	
09:00			150		240		390		21:00	84		64		148		
09:15			205		237		442		21:15	80		90		170		
09:30			200		186		386		21:30	88		70		158		
09:45			181	736	210	873	391	1609	21:45	82	334	54	278	136	612	
10:00			217		195		412		22:00	70		68		138		
10:15			190		195		385		22:15	60		67		127		
10:30			196		209		405		22:30	66		71		137		
10:45			215	818	221	820	436	1638	22:45	61	257	52	258	113	515	
11:00			206		198		404		23:00	52		61		113		
11:15			131		202		333		23:15	59		54		113		
11:30			175		199		374		23:30	52		55		107		
11:45			213	725	169	768	382	1493	23:45	62	225	50	220	112	445	
TOTALS			5721		7262		12983		TOTALS		10530		7729		18259	
SPLIT %			44.1%		55.9%		41.6%		SPLIT %		57.7%		42.3%		58.4%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	16,251	14,991	31,242

AM Peak Hour	11:45	07:00	06:45	PM Peak Hour	16:00	16:30	16:00
AM Pk Volume	955	1303	2023	PM Pk Volume	1415	995	2360
Pk Hr Factor	0.835	0.952	0.938	Pk Hr Factor	0.977	0.911	0.929
7 - 9 Volume	1413	2392	3805	4 - 6 Volume	2615	1839	4454
7 - 9 Peak Hour	07:30	07:00	07:15	4 - 6 Peak Hour	16:00	16:30	16:00
7 - 9 Pk Volume	748	1303	2018	4 - 6 Pk Volume	1415	995	2360
Pk Hr Factor	0.917	0.952	0.948	Pk Hr Factor	0.977	0.911	0.929

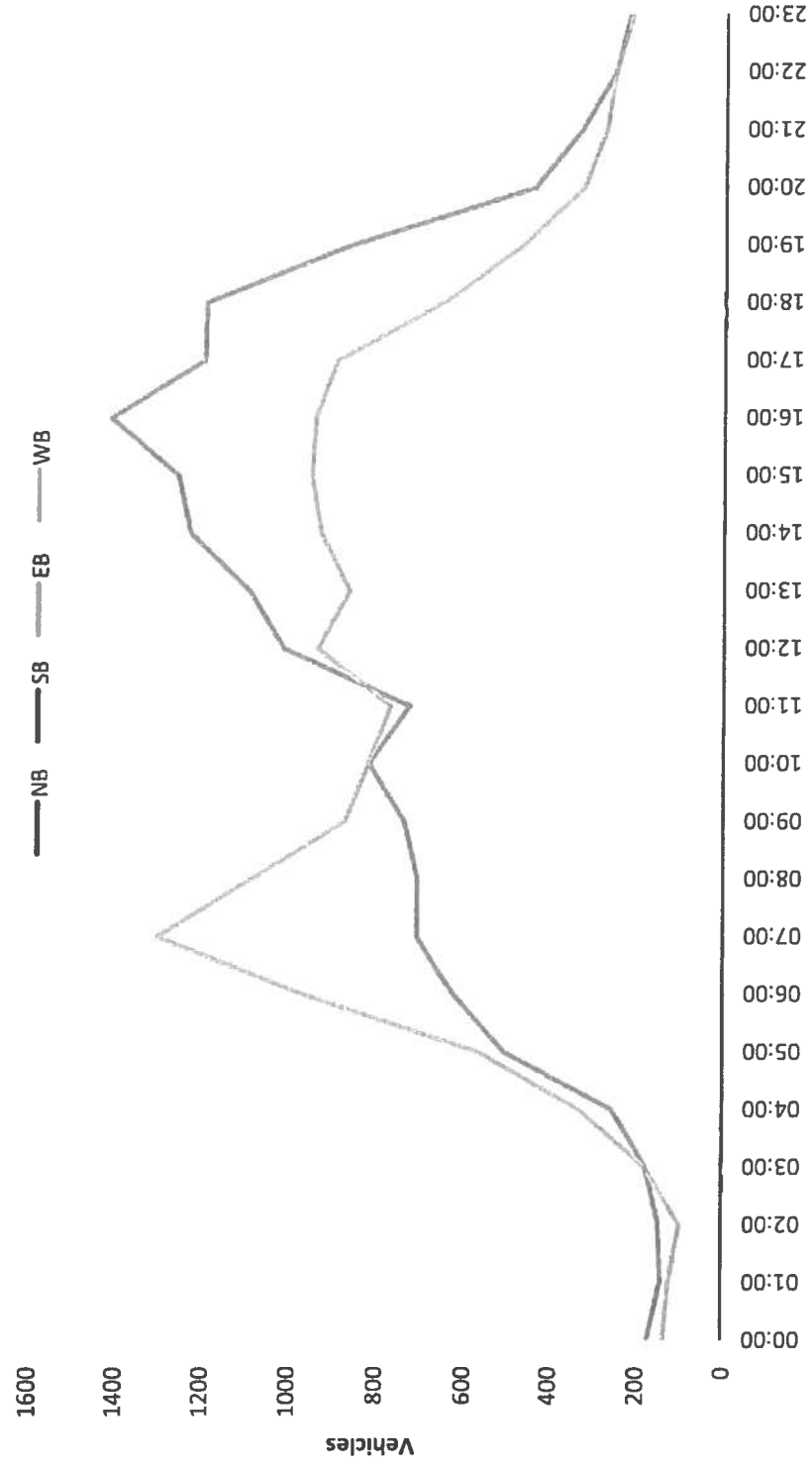
Prepared by NDS/ATD

Project #: CA14_5696_001

City: Commerce

Location: Washington Blvd E/O Fidelia Ave

Date: 10/14/2014



VOLUME

Washington Blvd W/O I-5 SB Ramps

Day: Tuesday
Date: 10/14/2014City: Commerce
Project #: CA14_5696_002

DAILY TOTALS					NB	SB	EB		WB		Total				
					0	0					33,336				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00			58	40	98		12:00			256	268	524			
00:15			38	41	79		12:15			285	283	568			
00:30			61	43	104		12:30			243	252	495			
00:45			31	188	30	154	12:45			282	1066	251	1054	533	2120
01:00			26	31	57		13:00			239	248	487			
01:15			37	34	71		13:15			291	238	529			
01:30			44	33	77		13:30			323	222	545			
01:45			46	153	34	132	13:45			290	1143	235	943	525	2086
02:00			36	30	66		14:00			340	225	565			
02:15			29	18	47		14:15			297	225	522			
02:30			44	24	68		14:30			321	261	582			
02:45			47	156	57	129	14:45			351	1309	259	970	610	2279
03:00			38	37	75		15:00			335	228	563			
03:15			40	56	96		15:15			315	223	538			
03:30			49	58	107		15:30			333	290	623			
03:45			52	179	80	231	15:45			337	1320	239	980	576	2300
04:00			47	54	101		16:00			375	220	595			
04:15			57	97	154		16:15			365	212	577			
04:30			80	117	197		16:30			387	268	655			
04:45			95	279	140	408	16:45			350	1477	228	928	578	2405
05:00			108	109	217		17:00			345	241	586			
05:15			99	148	247		17:15			324	238	562			
05:30			147	181	328		17:30			318	240	558			
05:45			164	518	208	646	17:45			340	1327	164	883	504	2210
06:00			147	193	340		18:00			364	184	548			
06:15			137	229	366		18:15			309	196	505			
06:30			163	269	432		18:30			294	152	446			
06:45			215	662	349	1040	18:45			268	1235	131	663	399	1898
07:00			154	306	460		19:00			245	150	395			
07:15			180	334	514		19:15			234	136	370			
07:30			202	375	577		19:30			226	99	325			
07:45			199	735	345	1360	19:45			160	865	100	485	260	1350
08:00			170	314	484		20:00			126	102	228			
08:15			206	311	517		20:15			123	92	215			
08:30			173	316	489		20:30			113	107	220			
08:45			165	714	247	1188	20:45			101	463	86	387	187	850
09:00			143	270	413		21:00			96	74	170			
09:15			213	263	476		21:15			81	101	182			
09:30			212	203	415		21:30			100	83	183			
09:45			201	769	217	953	21:45			73	350	64	322	137	672
10:00			215	202	417		22:00			96	77	173			
10:15			200	202	402		22:15			68	83	151			
10:30			215	229	444		22:30			82	81	163			
10:45			214	844	235	868	22:45			65	311	65	306	130	617
11:00			216	214	430		23:00			59	74	133			
11:15			257	219	476		23:15			63	60	123			
11:30			210	215	425		23:30			59	63	122			
11:45			217	900	188	836	23:45			68	249	61	258	129	507
TOTALS			6097		7945		TOTALS			11115		8179		19294	
SPLIT %			43.4%		56.6%		SPLIT %			57.6%		42.4%		57.9%	

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	17,212	16,124	33,336

AM Peak Hour	11:45	07:15	07:30	PM Peak Hour	16:00	12:00	16:00
AM Pk Volume	1001	1368	2122	PM Pk Volume	1477	1054	2405
Pk Hr Factor	0.878	0.912	0.919	Pk Hr Factor	0.954	0.931	0.918
7 - 9 Volume	1449	2548	3997	4 - 6 Volume	2804	1811	4615
7 - 9 Peak Hour	07:30	07:15	07:30	4 - 6 Peak Hour	16:00	16:30	16:00
7 - 9 Pk Volume	777	1368	2122	4 - 6 Pk Volume	1477	975	2405
Pk Hr Factor	0.943	0.912	0.919	Pk Hr Factor	0.954	0.910	0.918

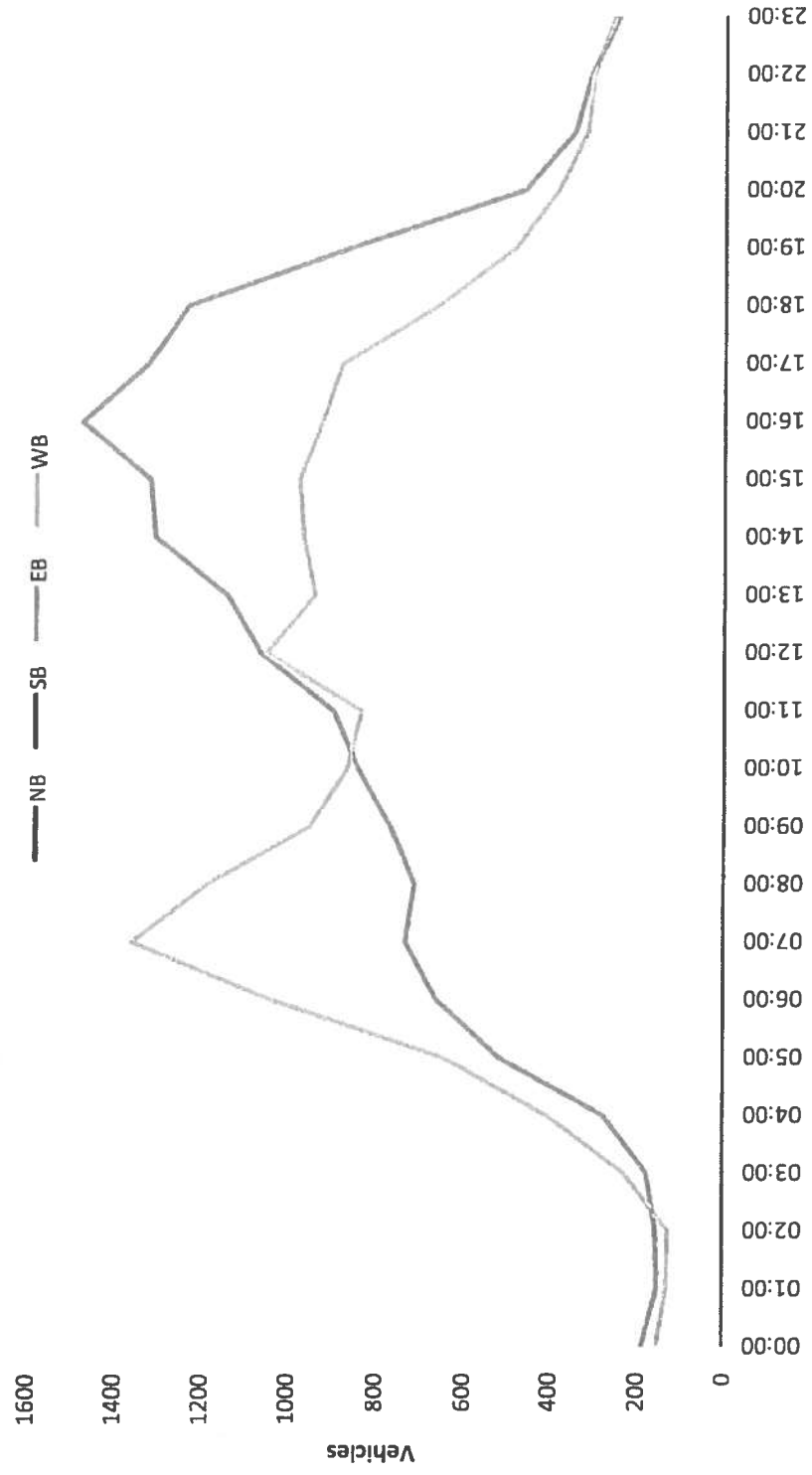
Prepared by NDS/ATD

Project #: CA14_5696_002

City: Commerce

Location: Washington Blvd W/O I-5 SB Ramps

Date: 10/14/2014



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-001 TUE

City: Commerce

Day: Tuesday

Date: 10/14/2014

NS/EW Streets:	AM				Washington Blvd			
	Northbound		Southbound		Eastbound		Westbound	

LANES:	Northbound				Southbound				Eastbound				Westbound				TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	WL	WT	WR	WT	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	
APPROACH %'s :		0	0	0	34	0	43	88	0	0	0	0	137	302	
		#DIV/0!	#DIV/0!	#DIV/0!	44.16%	0.00%	55.84%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
PEAK HR START TIME :		9:15 AM													
PEAK HR VOL :		0	0	0	14	0	14	16	0	0	0	0	36	80	
PEAK HR FACTOR :		0.000													
		0.700													
		0.571													
		0.818													
		0.000													

CONTROL : 0

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-001 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NS/EW Streets:	NOON												
	Driveway #1			Driveway #1			Washington Blvd			Washington Blvd			
	NORTHBOUND						SOUTHBOUND						
	EASTBOUND						WESTBOUND						
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	0	0	0	2	0	6	7	0	0	0	0	4	19
11:15 AM	0	0	0	5	0	5	3	0	0	0	0	4	17
11:30 AM	0	0	0	5	0	1	3	0	0	0	0	2	11
11:45 AM	0	0	0	7	0	2	4	0	0	0	0	2	15
12:00 PM	0	0	0	6	0	12	4	0	0	0	0	1	23
12:15 PM	0	0	0	8	0	3	4	0	0	0	0	4	19
12:30 PM	0	0	0	6	0	9	7	0	0	0	0	4	26
12:45 PM	0	0	0	5	0	6	8	0	0	0	0	8	27
1:00 PM	0	0	0	3	0	6	4	0	0	0	0	3	16
1:15 PM	0	0	0	6	0	2	7	0	0	0	0	4	19
1:30 PM	0	0	0	3	0	4	6	0	0	0	0	4	17
1:45 PM	0	0	0	3	0	6	3	0	0	0	0	5	17
2:00 PM	0	0	0	8	0	5	2	0	0	0	0	1	16
2:15 PM	0	0	0	5	0	8	5	0	0	0	0	2	20
2:30 PM	0	0	0	7	0	2	4	0	0	0	0	4	17
2:45 PM	0	0	0	6	0	5	7	0	0	0	0	2	20

TOTAL VOLUMES :		NL	NT	NR	SR	SL	ST	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		0	0	0	82	85	0	78	0	0	0	0	54	299
		#DIV/0!	#DIV/0!	#DIV/0!	49.10%	50.90%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :		1200 PM											TOTAL
PEAK HR VOL :		0	0	0	25	0	30	23	0	0	0	17	95
PEAK HR FACTOR :		0.000			0.764			0.719			0.531		0.880

CONTROL : 0

UTURNS			
NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:

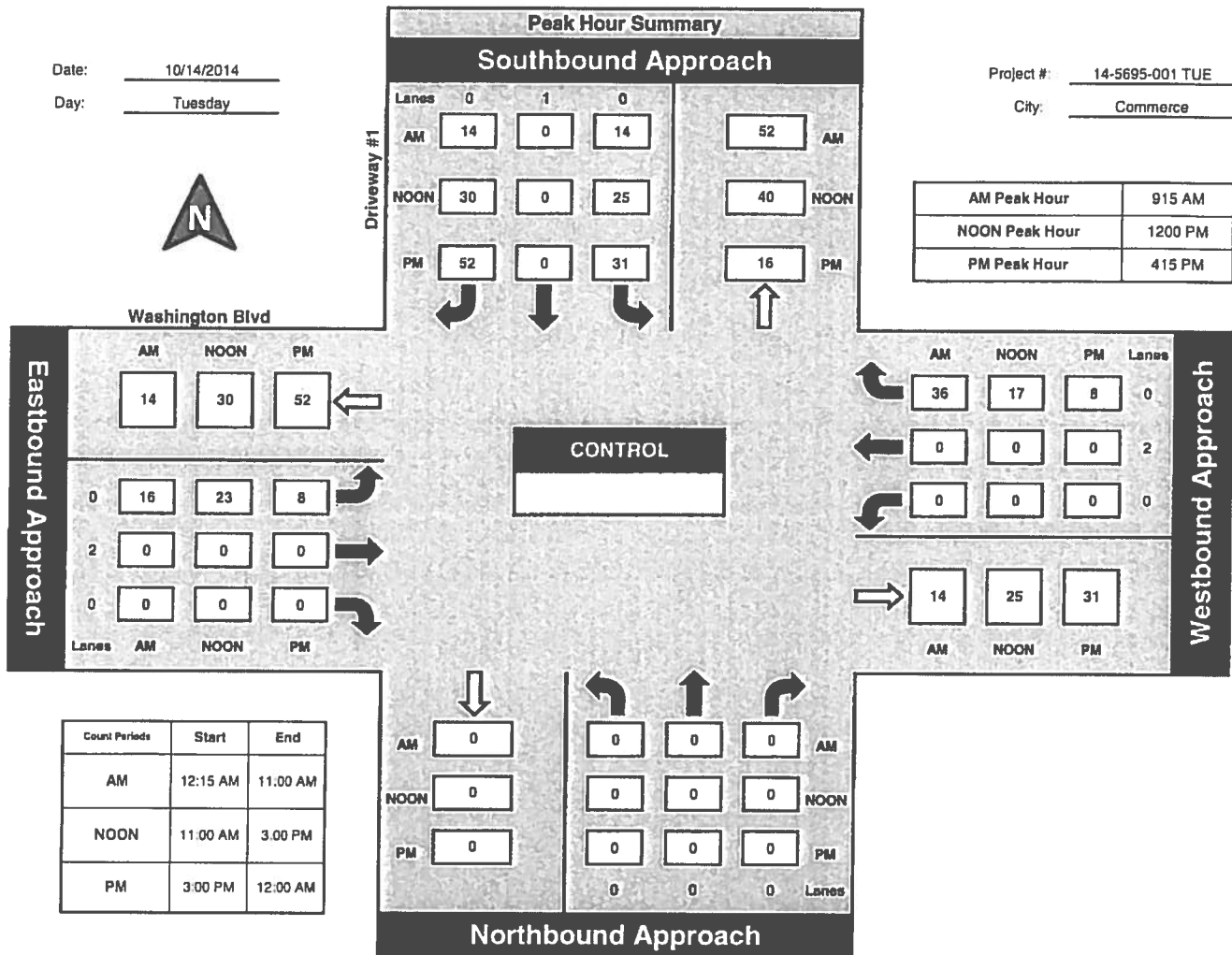


National Data & Surveying Services

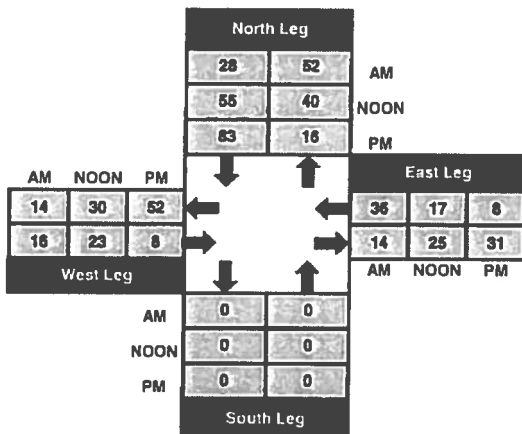
Driveway #1 and Washington Blvd, Commerce

Date: 10/14/2014
Day: Tuesday

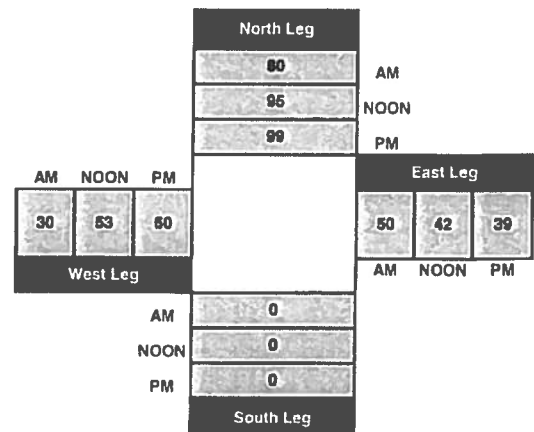
Project #: 14-5695-001 TUE
City: Commerce



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-002 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NS/EW Streets:		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #2		SOUTHBOUND						EASTBOUND						WESTBOUND						UTURNS			
		Driveway #2		Driveway #																							

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-002 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NOON

NS/EW Streets:	Driveway #2		Driveway #2		Washington Blvd		Washington Blvd	
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	

LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	0	0	0	4	0	5	1	0	0	0	0	10	20
11:15 AM	0	0	0	5	0	3	4	0	0	0	0	3	15
11:30 AM	0	0	0	5	0	2	0	0	0	0	0	4	11
11:45 AM	0	0	0	3	0	5	4	0	0	0	0	6	18
12:00 PM	0	0	0	7	0	4	1	0	0	0	0	2	14
12:15 PM	0	0	0	0	0	3	1	0	0	0	0	4	8
12:30 PM	0	0	0	7	0	4	3	0	0	0	0	1	15
12:45 PM	0	0	0	6	0	6	6	0	0	0	0	12	30
1:00 PM	0	0	0	5	0	7	3	0	0	0	0	6	21
1:15 PM	0	0	0	3	0	4	5	0	0	0	0	5	17
1:30 PM	0	0	0	4	0	3	3	0	0	0	0	3	13
1:45 PM	0	0	0	3	0	3	2	0	0	0	0	5	13
2:00 PM	0	0	0	4	0	3	4	0	0	0	0	7	18
2:15 PM	0	0	0	7	0	5	3	0	0	0	0	2	17
2:30 PM	0	0	0	0	0	4	1	0	0	0	0	3	8
2:45 PM	0	0	0	2	0	9	5	0	0	0	0	5	21

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	65	0	70	46	0	0	0	0	78	259
	#DIV/0!	#DIV/0!	#DIV/0!	48.15%	0.00%	51.85%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	1230 PM												TOTAL
PEAK HR VOL :	0	0	0	21	0	21	17	0	0	0	0	24	83
PEAK HR FACTOR :	0.000			0.875			0.708			0.500			0.692

CONTROL : 0

UTURNS			
NB	SB	EB	WB
0	0	0	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-002 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NS/EW Streets:	PM				WESTBOUND			
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WASHINGTON BLVD	
	Driveway #2	Driveway #2	Driveway #2	Driveway #2	Washington Blvd	Washington Blvd	Washington Blvd	Washington Blvd

LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
3:00 PM	0	0	0	6	0	8	4	0	0	0	0	7	25
3:15 PM	0	0	0	6	0	7	1	0	0	0	0	8	22
3:30 PM	0	0	0	4	0	5	3	0	0	0	0	2	14
3:45 PM	0	0	0	1	0	4	2	0	0	0	0	2	9
4:00 PM	0	0	0	1	0	1	4	0	0	0	0	5	11
4:15 PM	0	0	0	6	0	5	2	0	0	0	0	4	17
4:30 PM	0	0	0	3	0	13	1	0	0	0	0	5	22
4:45 PM	0	0	0	3	0	8	1	0	0	0	0	3	15
5:00 PM	0	0	0	7	0	12	0	0	0	0	0	1	20
5:15 PM	0	0	0	4	0	3	2	0	0	0	0	1	10
5:30 PM	0	0	0	4	0	8	1	0	0	0	0	0	13
5:45 PM	0	0	0	4	0	4	3	0	0	0	0	1	12
6:00 PM	0	0	0	5	0	3	1	0	0	0	0	2	11
6:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	4
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	2
7:15 PM	0	0	0	2	0	1	0	0	0	0	0	1	3
7:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	1	0	1	0	0	0	0	0	1	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
9:30 PM	0	0	0	2	0	0	1	0	0	0	0	1	4
9:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	2	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	63	0	91	28	0	0	0	0	46	228
	#DIV/0!	#DIV/0!	#DIV/0!	40.91%	0.00%	59.09%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	415 PM												
PEAK HR VOL :	0	0	0	19	0	38	4	0	0	0	0	13	74
PEAK HR FACTOR :	0.000			0.750			0.500			0.650			0.841

CONTROL : 0

UTURNS			
NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:

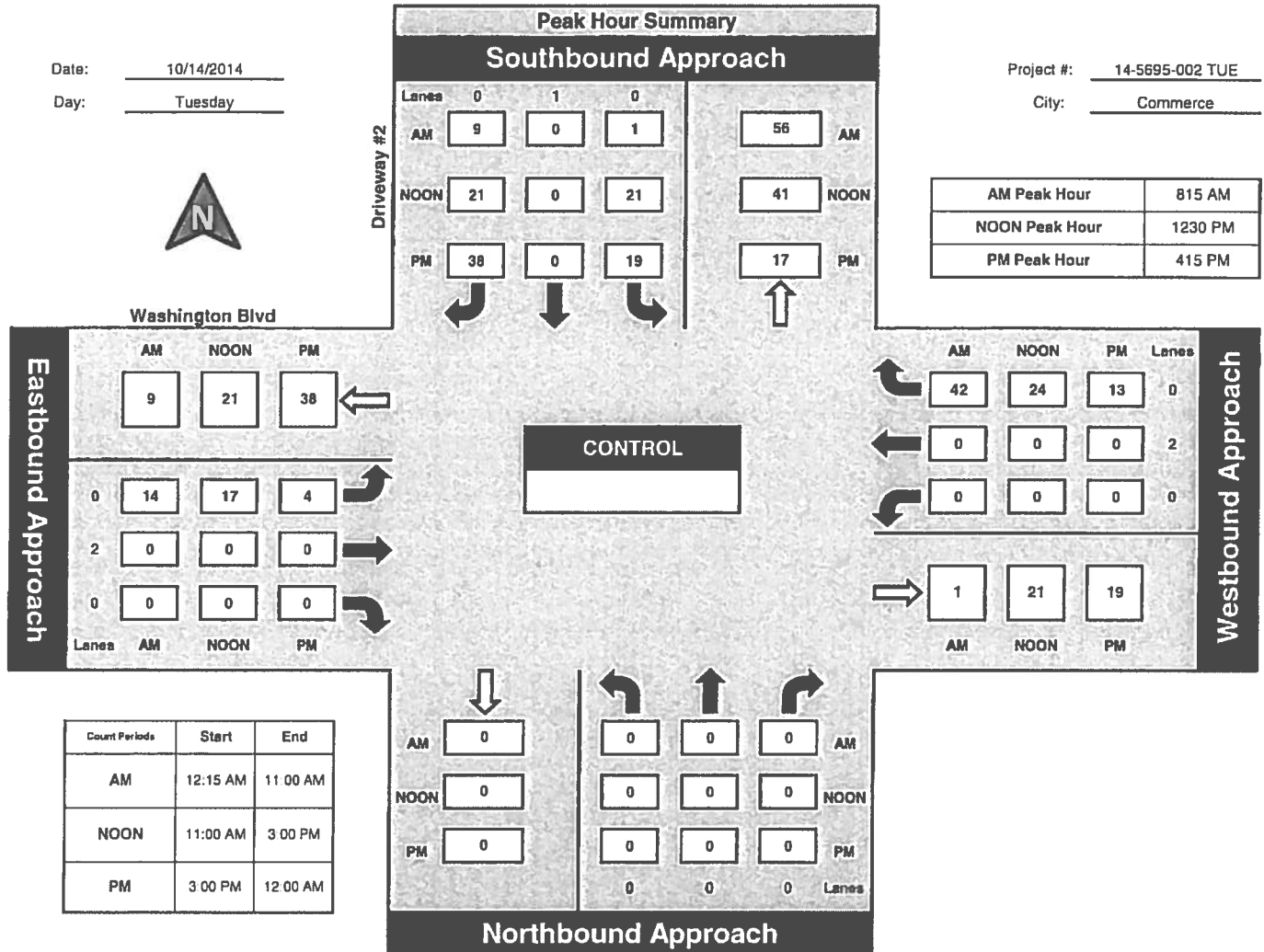


National Data & Surveying Services

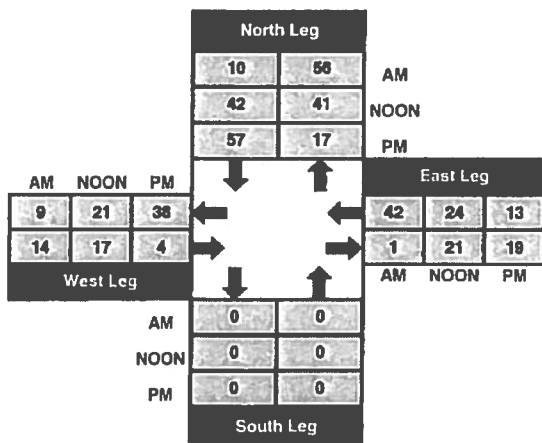
Driveway #2 and Washington Blvd, Commerce

Date: 10/14/2014
Day: Tuesday

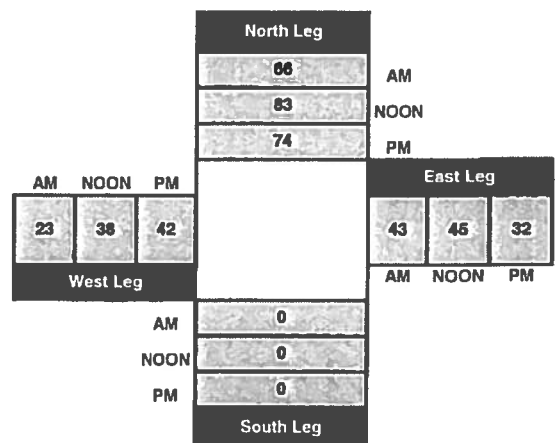
Project #: 14-5695-002 TUE
City: Commerce



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-003 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

[illegible]

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-003 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NOON

NS/EW Streets:	Driveway #3		Driveway #3		Washington Blvd		Washington Blvd	
	NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
11:00 AM	0	0	26	0	0	0	0	0	7	19	0	0	52
11:15 AM	2	0	25	0	0	0	0	0	19	16	0	0	62
11:30 AM	1	0	24	0	0	0	0	0	14	21	0	0	60
11:45 AM	1	0	24	0	0	0	0	0	21	26	0	0	72
12:00 PM	1	0	36	0	0	0	0	0	22	29	0	0	88
12:15 PM	3	0	35	0	0	0	0	0	16	32	0	0	86
12:30 PM	1	0	42	0	0	0	0	0	16	32	0	0	91
12:45 PM	3	0	37	0	0	0	0	0	21	23	0	0	84
1:00 PM	2	0	24	0	0	0	0	0	16	30	0	0	72
1:15 PM	1	0	36	0	0	0	0	0	20	28	0	0	85
1:30 PM	1	0	30	0	0	0	0	0	19	26	0	0	76
1:45 PM	1	0	39	0	0	0	0	0	14	22	0	0	76
2:00 PM	4	0	42	0	0	0	0	0	11	22	0	0	79
2:15 PM	4	0	28	0	0	0	0	0	8	21	0	0	61
2:30 PM	1	0	39	0	0	0	0	0	14	12	0	0	66
2:45 PM	1	0	23	0	0	0	0	0	9	10	0	0	43

TOTAL VOLUMES :		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :		27	0	510	0	0	0	0	0	247	369	0	0	1153
		5.03%	0.00%	94.97%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :		1200 PM		TOTAL	
PEAK HR VOL :	8	0	150	0	349
PEAK HR FACTOR :		0.919	0.000	0.852	0.906

CONTROL : 0

UTURNS

NB	SB	EB	WB
0	0	0	0

NB	SB	EB	WB
0	0	0	0

ITM Peak Hour Summary

Prepared by:

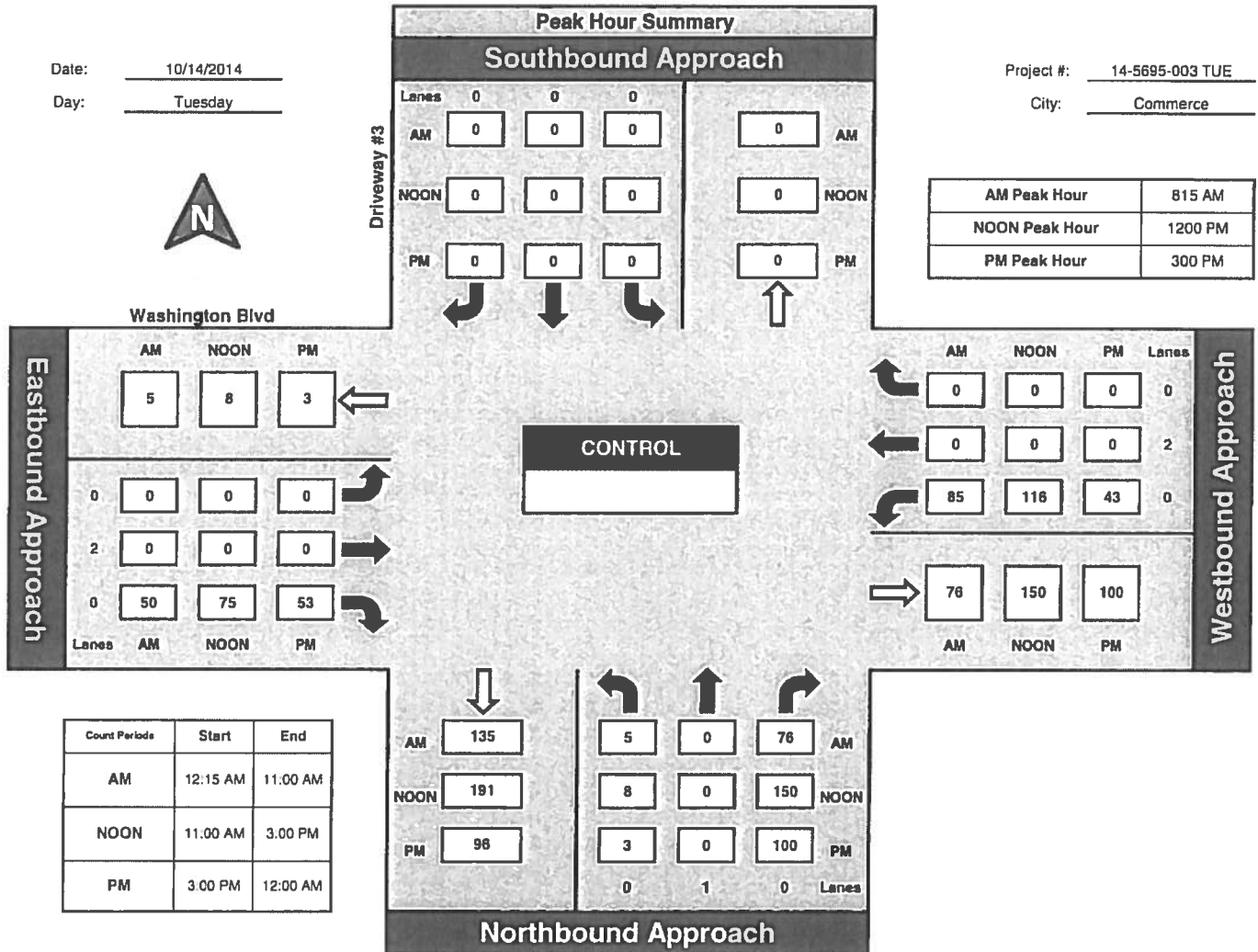


National Data & Surveying Services

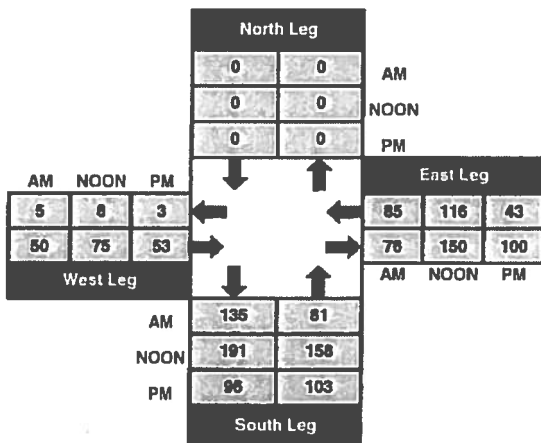
Driveway #3 and Washington Blvd, Commerce

Date: 10/14/2014
Day: Tuesday

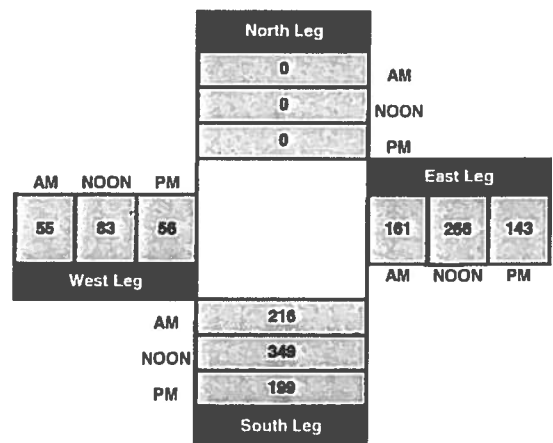
Project #: 14-5695-003 TUE
City: Commerce



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-004 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NS/EW Streets:		Driveway #4		Driveway #4		Washington Blvd		Washington Blvd						
		NORTHBOUND		SOUTHBOUND		EASTBOUND		WESTBOUND						
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	0	1	0	0	2	0	0	2	0	
UTURNS														
		NB	SB	EB	WB									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
		0	0	0	0									
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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5695-004 TUE

Day: Tuesday

City: Commerce

Date: 10/14/2014

NOON

NS/EW Streets:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	0	0	0	1	0	0	2	0	0	2	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	3	0	0	0	0	3	6
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	1	1	0	0	0	0	1	3
2:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	3	4
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	1	0	4	9	0	0	0	0	13	27
	#DIV/0!	#DIV/0!	#DIV/0!	20.00%	0.00%	80.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	7	0	0	0	0	4	11
PEAK HR FACTOR :	0.000												0.458
	0.583												

CONTROL : 0

UTURNS

NB SB EB WB

NB	0	0	0	0
WB	0	0	0	0

Intersection Turning Movement

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[illegible]