PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 10/13/11 THURSDAY

LOCATION: NORTH & SOUTH: EAST & WEST:

LOS ANGELES

NORMANDIE - IROLO

WILSHIRE

PROJECT #: LOCATION #: CA11-1014-1971

CONTROL: SIGNAL

NOTES: ALL CLASSES

	AM			A		
	1994			N		
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270.000	umbe.			S		
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										en de menos como estableción de la seguinación.			₩	
		NC	RTHBOU	ND	SO	UTHBOU	ND	E	ASTBOU	۷D	N	/ESTBOU	ND	
			RMANDIE - IR		NOF	RMANDIE - IR	OLO		WILSHIRE			WILSHIRE		TRANSPORTE
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	11	0	1	1	0	
	7:00 AM	7	89	10	13	112	17	12	175	10	15	283	3	746
in a gradient	7:15 AM	11	96	12	15	141	9	7	204	15	15	264	2	791
4	7:30 AM	11	98	7	18	164	13	4	325	19	17	291	3	970
100000	7:45 AM	9	103	14	28	171	9	8	315	26	17	285	11	996
Kennige	8:00 AM	10	105	19	20	155	14	8	328	32	29	295	9	1,024
	8:15 AM	5	102	21	21	161	24	14	305	36	28	337	10	1,064
200000	8:30 AM	12	87	26	20	146	30	13	298	26	26	308	12	1,004
	8:45 AM	10	96	15	33	147	16	10	291	27	23	307	14	989
STANCE OF THE PARTY OF THE PART	9:00 AM	18	88	27	14	121	22	7	259	19	31	288	10	904
	9:15 AM	15	101	14	19	134	27	14	236	15	30	251	7	863
Z	9:30 AM	17	78	20	22	122	16	9	240	29	24	233	14	824
	9:45 AM	19	91	18	21	116	20	5	211	17	25	222	7	772
	VOLUMES	144	1,134	203	244	1,690	217	111	3,187	271	280	3,364	102	10,947
Services.	APPROACH %	10%	77%	14%	11%	79%	10%	3%	89%	8%	7%	90%	3%	
en la constant	APP/DEPART	1,481	1	1,347	2,151	7	2,241	3,569	1	3,634	3,746	7	3,725	0
180-181	BEGIN PEAK HR	***************************************	7:45 AM	van een van 'n van een van van van de beskelde									in attended to the testing of the state of t	
and the same	VOLUMES	36	397	80	89	633	77	43	1,246	120	100	1,225	42	4,088
and a	APPROACH %	7%	77%	16%	11%	79%	10%	3%	88%	9%	7%	90%	3%	
	PEAK HR FACTOR		0.957			0.960			0.957			0.911		0.961
STATE	APP/DEPART	513		482	799	/	853	1,409	/	1,415	1,367	/	1,338	0
	3:00 PM	14	132	35	14	134	22	10	245	21	18	236	16	897
	3:15 PM	11	129	33	26	119	20	17	241	23	24	222	11	876
digin	3:30 PM	17	138	26	20	120	19	11	259	36	28	309	15	998
g constant	3:45 PM	11	110	21	21	136	24	11	270	28	26	285	20	963
9.0	4:00 PM	15	146	34	17	128	28	13	304	31	30	289	23	1,058
	4:15 PM	17	127	30	19	124	22	17	292	26	30	274	18	996
	4:30 PM	10	159	26	15	119	25	15	288	20	22	287	14	1,000
	4:45 PM	13	152	28	19	135	9	18	269	23	22	297	13	998
	5:00 PM	7	153	25	13	139	16	14	322	27	27	345	18	1,106
Σ	5:15 PM	11	143	17	25	138	5	16	337	22	37	318	22	1,091
<u> </u>	5:30 PM	12	140	38	28	132	15	15	329	22	23	356	16	1,126
	5:45 PM	12	119	30	17	116	14	18 175	349	300	36 323	310	22 208	1,064
	VOLUMES	150	1,648	343	234	1,540	219		3,505			3,528		12,173
	APPROACH %	7%	77%	16%	12%	77%	11%	4% 3,980	88%	8% 4,082	8% 4,059	87%	5% 3,897	0
	APP/DEPART	2,141	/	2,031	1,993	/	2,163	3,900	/	4,002	4,059	/	3,097	U U
100	BEGIN PEAK HR	40	5:00 PM		02	FOF	EO	62	1 227	92	122	1 220	70	4,387
	VOLUMES	42	555 700/	110	83	525	50 8%	63 4%	1,337 90%	92 6%	123 8%	1,329 87%	78 5%	7,30/
	APPROACH %	6%	79%	16%	13%	80%	8%0	470		070	070		570	0.074
	PEAK HR FACTOR	707	0.930	696	658	0.940	740	1,492	0.961	1,530	1,530	0.968	1,421	0.974 0
L	APP/DEPART	/U/		סצס	920	/	/4U	1,432		1,530	1,550	/	1,441	<u> </u>

		NORMANDIE - IROLO			
		NORTH SIDE			
WILSHIRE	WEST SIDE		EAST SIDE	WILSHIRE	
		SOUTH SIDE			
	:	NORMANDIE - IROLO			

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 10/13/11 THÚRSDAY

LOCATION: NORTH & SOUTH: LOS ANGELES

NORMANDIE - IROLO WILSHIRE

PROJECT #:

CA11-1014-1971

LOCATION #: CONTROL:

**SIGNAL** 

EAST & WEST: CLASS 1: NOTES: **PASSENGER** 214 Ν E » **VEHICLES ⋖**W e i i mereli S

		NO	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOU	۷D	l V	/ESTBOU	ND	
		NO	RMANDIE - IR			RMANDIE - IR	OLO		WILSHIRE			WILSHIRE		
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	1	0	1	1	0	
	7:00 AM	7	87	9	13	106	17	12	163	10	13	268	2	707
and a second	7:15 AM	11	89	11	15	137	9	7	196	15	14	251	2	757
	7:30 AM	11	94	7	18	162	13	4	320	17	16	279	3	944
Reposition in the second	7:45 AM	9	102	14	28	166	9	8	312	24	17	268	11	968
88	8:00 AM	10	102	19	20	148	13	8	317	32	26	280	9	984
and	8:15 AM	5	98	21	21	159	24	14	300	34	28	329	10	1,043
	8:30 AM	12	83	26	20	142	30	12	293	24	25	299	10	976
20000000	8:45 AM	10	94	15	33	142	16	9	284	25	23	294	12	957
2000	9:00 AM	17	87	27	14	120	22	7	254	19	29	281	9	886
AM	9:15 AM	15	97	14	19	131	27	13	232	14	30	238	6	836
Ø	9:30 AM	16	78	19	22	120	16	9	236	29	23	227	14	809
and the state of t	9:45 AM	19	91	17	21	115	20	5	203	17	25	212	7	752
	VOLUMES	142	1,102	199	244	1,648	216	108	3,110	260	269	3,226	95	10,619
SO SANGER	APPROACH %	10%	76%	14%	12%	78%	10%	3%	89%	7%	7%	90%	3%	
a constant	APP/DEPART	1,443		1,305	2,108		2,177	3,478	/	3,553	3,590		3,584	0
200	BEGIN PEAK HR		7:45 AM											
Signature	VOLUMES	36	385	80	89	615	76	42	1,222	114	96	1,176	40	3,971
SIMPS	Approach %	7%	77%	16%	11%	79%	10%	3%	89%	8%	7%	90%	3%	
pre-see	PEAK HR FACTOR		0.956			0.956			0.965			0.894		0.952
	APP/DEPART	501		467	780		825	1,378	_	1,391	1,312		1,288	0
A GLOSSIA	3:00 PM	14	129	35	13	132	22	8	237	21	18	231	16	876
1	3:15 PM	11	128	33	26	117	20	16	228	21	24	216	11	851
900 Market	3:30 PM	17	133	24	20	116	19	10	249	36	28	303	14	969
E many	3:45 PM	11	107	21	20	134	24	10	261	28	26	278	20	940
90000	4:00 PM	15	142	33	16	124	28	13	292	31	29	285	21	1,029
	4:15 PM	17	125	30	18	121	22	17	280	26	30	266	18	970
	4:30 PM	10	156	26	15	114	23	15	282	19	22	278	14	974
	4:45 PM	13	151	28	19 12	131	8 16	18 14	257 315	23 27	22	286	13	969
	5:00 PM	7	152	25 17	25	137 137	5	16	328	21	27 36	343 313	18 22	1,093
Σ	5:15 PM	11	141 138	38	25 28	130	15	14	328	22	23	353	16	1,072
	5:30 PM 5:45 PM	12 12	119	30	16	114	14	18	341	20	36	304	22	1,113 1,046
	VOLUMES	150	1,621	340	228	1,507	216	169	3,394	295	321	3,456	205	11,902
	APPROACH %	7%	77%	16%	12%	77%	11%	4%	88%	8%	8%	87%	5%	11,502
Š	APP/DEPART	2,111	1/70	1,995	1,951	// /0	2,123	3,858	/	3,962	3,982	/	3,822	0
	BEGIN PEAK HR	2,111	5:00 PM	1,000	1,001		2,123	3,030		3,302	3,302		3,022	<u> </u>
	VOLUMES	42	550	110	81	518	50	62	1,308	90	122	1,313	78	4,324
	APPROACH %	6%	78%	16%	12%	80%	8%	4%	90%	6%	8%	87%	5%	1,527
	PEAK HR FACTOR	070	0.934	10 70	12/0	0.938	0 /0	1 /0	0.963	0 /0	570	0.965	J /0	0.971
		702	υ.϶ <u>σ</u> τ	690	649	/	730	1,460	/	1,499	1.513	/	1,405	
	APP/DEPART	702	1	690	649	/	730	1,460	/	1,499	1,513	/	1,405	0.571

NORMANDIE - IROLO	
NORTH SIDE	

WILSHIRE

WEST SIDE

EAST SIDE

**WILSHIRE** 

SOUTH SIDE NORMANDIE - IROLO

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

<u>DATE:</u> 10/13/11

LOCATION:

LOS ANGELES NORMANDIE - IROLO

PROJECT #:

CA11-1014-1971

THURSDAY

NORTH & SOUTH: EAST & WEST:

NOTES:

WILSHIRE

LOCATION #: CONTROL:

SIGNAL

CLASS 2:	
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

- 40 <b>4</b> W		E▶
CARSEN .	S	

	I IKUCNO I	on consequent and the consequence of the consequenc		00000000000000000000000000000000000000	NO. NO. OF THE PARTY OF THE PAR				entral control of the	OLEKSIA MERINYA DAN MERINYA		Anna salaman managan	Y	
		NC	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ID	W	'ESTBOUI	۷D	
		NO	RMANDIE - IR	OLO	NOI	RMANDIE - IR	OLO		WILSHIRE			WILSHIRE		
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	1	0	1	1	0	
1	7:00 AM	0	0	1	0	1	0	0	7	0	0	4	0	13
	7:15 AM	0	4	0	0	1	0	0	4	0	1	1	0	11
	7:30 AM	0	0	0	0	1	0	0	4	1	1	4	0	11
11000	7:45 AM	0	0	0	0	2	0	0	1	0	0	3	0	6
	8:00 AM	0	1	0	0	1	0	0	6	0	3	5	0	16
200 CO	8:15 AM	0	1	0	0	1	0	0	2	2	0	1	0	7
anticontra di	8:30 AM	0	2	0	0	1	0	0	1	0	1	2	0	7
	8:45 AM	0	1	0	0	2	0	1	4	1	0	7	2	18
20 massa	9:00 AM	1	0	0	0	0	0	0	2	0	2	2	0	7
	9:15 AM	0	2	0	0	2	0	0	1	0	0	4	1	10
A	9:30 AM	1	0	1	0	2	0	0	0	0	1	3	0	8
THE REAL PROPERTY.	9:45 AM	Ō	0	1	Ō	0	Õ	Ö	6	0	0	6	0	13
200	VOLUMES	2	11	3	0	14	0	1	38	4	9	42	3	127
9600000	APPROACH %	13%	69%	19%	0%	100%	0%	2%	88%	9%	17%	78%	6%	
200	APP/DEPART	16	1	15	14	/	27	43	1	41	54	1	44	0
	BEGIN PEAK HR		8:00 AM			THE PARTY OF THE P	THE PURCHASINA PROPERTY.		hummous no management and			**************************************	***************************************	
	VOLUMES	0	5	0	0	5	0	1	13	3	4	15	2	48
	APPROACH %	0%	100%	0%	0%	100%	0%	6%	76%	18%	19%	71%	10%	
	PEAK HR FACTOR		0.625			0.625			0.708			0.583		0.667
	APP/DEPART	5	1	8	5	/	12	17	1	13	21	/	15	0
S. Secretarismo	3:00 PM	0	1	0	0	1	0	0	2	0	0	0	0	4
ě	3:15 PM	0	0	0	0	1	0	0	4	0	0	2	0	7
N/GH SAN	3:30 PM	0	2	1	0	2	0	1	3	0	0	2	0	11
	3:45 PM	0	0	0	1	0	0	1	5	0	0	0	0	7
8	4:00 PM	0	2	0	1	1	0	0	5	0	1	0	2	12
	4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
1	4:30 PM	0	1	0	0	3	2	0	1	1	0	1	0	9
1	4:45 PM	0	0	0	0	0	11	0	1	0	0	4	0	6
1	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
Z	5:15 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
1	5:30 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
	5:45 PM	0	0	0	1	1	0	0	2	0	0	3	0	7
	VOLUMES	0	6	1	3	9	3	3	29	1	2	16	2	75
	APPROACH %	0%	86%	14%	20%	60%	20%_	9%	88%	3%	10%	80%	10%	
	APP/DEPART	7	/	11	15		12	33	/	33	20	/	19	0
	BEGIN PEAK HR	_	3:15 PM		_		_			_				
	VOLUMES	0	4	1	2	4	0	2	17	0	1	4	2	37
	APPROACH %	0%	80%	20%	33%	67%	0%	11%	89%	0%	14%	57%	29%	
1	PEAK HR FACTOR		0.417			0.750		1	0.792	- 20		0.583		0.771
	APP/DEPART	5		8	6	/	5	19	/	20	7	/	4	0

		NORMANDIE - IROLO		
		NORTH SIDE		
WILSHIRE	WEST SIDE		EAST SIDE	WILSHIRE
		SOUTH SIDE		<del></del>

NORMANDIE - IROLO

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

<u>DATE:</u> 10/13/11 THURSDAY

LOCATION:

NORTH & SOUTH: EAST & WEST:

LOS ANGELES

NORMANDIE - IROLO WILSHIRE

PROJECT #:

CA11-1014-1971

LOCATION #: CONTROL:

SIGNAL

CLASS 3: NOTES: 3-AXLE PM. N **⋖** W **TRUCKS** Hu E► Отны S

		N	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	D	V	/ESTBOUN	ID	
		NC	RMANDIE - IR	OLO		RMANDIE - IR			WILSHIRE			WILSHIRE		
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	1	0	1	1	0	
	7:00 AM	0	0	0	0	1	0	0	0	0	0	1 1	0	2
ren wellen	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
No.	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
RELIESAR	8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
anger 1	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
SIGNESSON .	8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Side and a second	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
STORE	VOLUMES	0	1	0	0	3	0	0	1	1	0	3	0	9
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	50%	50%	0%	100%	0%	
debadiles	APP/DEPART	1		1	3	/	4	2	/	1	3		3	0
MONOM	BEGIN PEAK HR		7:45 AM											
	VOLUMES	0	1	0	0	1	0	0	1	1	0	2	0	6
Zent (Olivez	APPROACH %	0%	100%	0%	0%	100%	0%	0%	50%	50%	0%	100%	0%	
1000	PEAK HR FACTOR		0.250			0.250			0.500			0.500		0.750
	APP/DEPART	1		1	1	/	2	2		1	2		2	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
CAN BEAT	3:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
7	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
I	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
14	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	7
	VOLUMES	_	0	0		1	-		_	2	0	2	-	/
	APPROACH %	0% 0	0%	<u>0%</u> 0	0% 1	100%	<u>0%</u> 3	0% 4	50%	50% 2	0% 2	100%	0% 2	0
	APP/DEPART	U	7.4F DM	U	1		3	7		۷		/		V
	BEGIN PEAK HR		3:45 PM	0	_	4	0	_	4	^		2	_	4
	VOLUMES	0	0 0%	0	0   0%	1 100%	0 0%	0 0%	1 100%	0 0%	0 0%	2 100%	0 0%	4
	APPROACH %	0%	0.000	0%	J 0%	0.250	U%0	U%0	0.250	U%0	U%0	0.500	U%0	0.500
	PEAK HR FACTOR APP/DEPART	0	0.000	0	1	U.ZDU /	1	1	U.25U /	1	2	0.500 /	2	0.500
L	AFP/DEPAKI	U		U	1	/	1		/	T		/	۷	v

		NORMANDIE - IROLO			
	- olibi A	NORTH SIDE			
WILSHIRE	WEST SIDE		EAST SIDE	WILSHIRE	
3		SOUTH SIDE			
		NORMANDIE - IROLO			

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 10/13/11 LOCATION:

LOS ANGELES

PROJECT #:

CA11-1014-1971

THURSDAY

NORTH & SOUTH: EAST & WEST:

NOTES:

NORMANDIE - IROLO WILSHIRE

LOCATION #: CONTROL:

**SIGNAL** 

CLASS 4:
4 OR MORE
AXLE
TRUCKS

4.0		<b>A</b>		
 FM		N		
ML	<b>⋖</b> W	<del>/                                    </del>	E	<b></b>
OTHER		S		
GHEN.		▼		

			ORTHBOUI			OUTHBOU RMANDIE - IR		E	ASTBOUN WILSHIRE	VD	V	/ESTBOUI	VD	
	LANES:	NL O	NT 2	NR 0	SL 0	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
774450	7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	2
Paragraphic Company	7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
20000	7:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
S. S	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
THE COLUMN TWO IS NOT	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
THE COST	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Disposition of the last of the	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Sconos	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
BIGGISTS	9:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
AM	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>A</b>	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	1	1	2	2	0	7
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	50%	50%	50%	50%	0%	
	APP/DEPART	0	1	0	1	7	4	2	1	1	4	1	2	0
	BEGIN PEAK HR	7:00 AM										-,		
	VOLUMES	0	0	0	0	1	0	0	0	1	2	2	0	6
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	100%	50%	50%	0%	
	PEAK HR FACTOR	0.000				0.250			0.250			0.500		0.750
	APP/DEPART	0		0	1	/	4	1	/	0	4	/	2	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
No.	3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
artification of the second	4:15 PM	0	0	0	. 0	0	0	0	0	0	0	0	0	0
and the second	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
M	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
Name of the last	APP/DEPART	0	/	0	0	/	0	0	/	0	3	/	3	0
	BEGIN PEAK HR		3:00 PM			_			_	_	_	_	_	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	0	3
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.750		0.750
	APP/DEPART	0		0	0	/	0	0	/	0	3	/	3	0

WI CHIPF	WEST SIDE	NORTH SIDE	EACT CIDE	WILCHIDE
WILSHIRE	WEST SIDE	COLUMN	EAST SIDE	WILSHIRE
		SOUTH SIDE  NORMANDIE - IROLO		

NORMANDIE - IROLO

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE: 10/13/11 THURSDAY

LOCATION: NORTH & SOUTH: LOS ANGELES

NORMANDIE - IROLO

PROJECT #:

CA11-1014-1971

LOCATION #:

THURSDAY	EAST & WEST:	WILSHIRE	CONTRO	JL: SIGNAL	•	
CLASS 5: RECREATIONAL VEHICLES	NOTES:		ences on the second	#####################################	N N	E
	NORTHBOUND NORMANDIE - IROLO	SOUTHBOUND NORMANDIE - IROLO	EASTBOUND WILSHIRE	WESTBOL WILSHIRE		

			ORTHBOU			UTHBOU		E	ASTBOUN	ID	V	VESTBOU	ND	
		NL	ORMANDIE - IRO	NR	SL	RMANDIE - IR	SR	EL	WILSHIRE	ER	WL	WILSHIRE	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	1	0	1	1	0	IOTAL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
SVIB-BOX	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1000000	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
SECTION AND ADDRESS OF THE PERSON AND ADDRES	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
AN	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0		0	0	/	0	0 /		0	0	/	0	0
	BEGIN PEAK HR	9:45 AM												
aporto.	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
o de la composição de l	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0		0	0		0	0		0	0		0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
200	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
M	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0% 0	0% 0	0%	<u>0%</u> 0	0% 0	0%	0% 0	0%	0%	0%	0
	APP/DEPART	0	F. 4E DM	U	U		U	U	/	U	U	/	0	U
	BEGIN PEAK HR	_	5:45 PM	•	_	^	^		0	_		•	^	_
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000
10000	PEAK HR FACTOR		0.000			0.000	^	0	0.000		0	0.000		0.000
	APP/DEPART	0		0	0	/	0	U	/	0	0	/	0	0

		NORMANDIE - IROLO		
		NORTH SIDE		
WILSHIRE	WEST SIDE		EAST SIDE	WILSHIRE
		SOUTH SIDE		
		NORMANDIE - IROLO		

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

<u>DATE:</u> 10/13/11

LOCATION: NORTH & SOUTH: LOS ANGELES

NORMANDIE - IROLO

PROJECT #:

CA11-1014-1971

THÚRSDAY

EAST & WEST:

WILSHIRE

LOCATION #: CONTROL:

SIGNAL

CLASS 6:	NOTES:			
BUSSES			N	
		10 L	1 W	E≽
		3.00 Mile	S	
		2000014002	₩	

		NO	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ID	V			
		NO	RMANDIE - IR	OLO	<u> </u>	RMANDIE - IR	OLO		WILSHIRE			WILSHIRE		
	170 170 170 170 170 170 170 170 170 170	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	LANES:	0	2	0	0	2	0	1	1	0	1	1	0	
	7:00 AM	0	2	0	0	4	0	0	5	0	0	10	1	22
Krawa	7:15 AM	0	3	1	0	2	0	0	4	0	0	11	0	21
	7:30 AM	0	4	0	0	1	0	0	1	0	0	7	0	13
200000	7:45 AM	0	1	0	0	3	0	0	1	2	0	13	0	20
	8:00 AM	0	2	0	0	5	1	0	5	0	0	9	0	22
	8:15 AM	0	3	0	0	1	0	0	3	0	0	7	0	14
\$500 E	8:30 AM	0	1	0	0	3	0	1	4	1	0	7	2	19
90	8:45 AM	0	1	0	0	2	0	0	3	1	0	6	0	13
	9:00 AM	0	1	0	0	1	0	0	2	0	0	5	1	10
AM	9:15 AM	0	2	0	0	1	0	1	3	1	0	9	0	17
	9:30 AM	0	0	0	0	0	0	0	4	0	0	3	0	7
	9:45 AM	0	0	-0	0	1	0	0	2	0	0	4	0	7
	VOLUMES	0	20	1	0	24	1	2	37	5	0	91	4	185
	APPROACH %	0%	95%	5%	0%	96%	4%	5%	84%	11%	0%	96%	4%	
Heren	APP/DEPART	21	/	26	25	/	29	44	1	38	95	/	92	0
E .	BEGIN PEAK HR		7:15 AM											
Symple	VOLUMES	0	10	1	0	11	1	0	11	2	0	40	0	76
	APPROACH %	0%	91%	9%	0%	92%	8%	0%	85%	15%	0%	100%	0%	
SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS	PEAK HR FACTOR		0.688			0.500			0.650			0.769		0.864
	APP/DEPART	11		10	12		13	13		12	40	/	41	0
	3:00 PM	0	2	0	1	1	0	2	6	0	0	4	0	16
	1 2.1E DM													I 4 = 1
<u> </u>	3:15 PM	0	1	0	0	1	0	1	9	0	0	3	0	15
	3:30 PM	0	1 3	1	0	2	0	0	7	0	0	4	1	18
e de la constitución de la const	3:30 PM 3:45 PM	0 0	1 3 3	1 0	0	2	0	0	7	0	0	4 6	0	18 14
National Company of the	3:30 PM 3:45 PM 4:00 PM	0 0 0 0	1 3 3 2	1 0 1	0 0 0	2 1 3	0 0	0 0	7 4 7	0 0 0	0 0	4 6 4	1 0 0	18 14 17
Charles on the contract of the Sales on	3:30 PM 3:45 PM 4:00 PM 4:15 PM	0 0 0 0	1 3 3 2 2	1 0 1 0	0 0 0 0	2 1 3 3	0 0 0 0	0 0 0 0	7 4 7 8	0 0 0 0	0 0 0 0	4 6 4 5	1 0 0 0	18 14 17 19
Challege and the control of the cont	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	0 0 0 0 0	1 3 3 2 2 2	1 0 1 0	0 0 0 1	2 1 3 3 2	0 0 0 0	0 0 0 0	7 4 7 8 5	0 0 0 0	0 0 0 0	4 6 4 5 7	1 0 0 0	18 14 17 19 16
A tong age of each to commence of the commence	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 0 0 0 0	1 3 2 2 2	1 0 1 0 0 0	0 0 0 1 0	2 1 3 3 2 4	0 0 0 0 0	0 0 0 0 0	7 4 7 8 5 11	0 0 0 0 0	0 0 0 0 0	4 6 4 5 7 7	1 0 0 0 0 0	18 14 17 19 16 23
	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 0 0 0 0	1 3 2 2 2 1	1 0 1 0 0 0	0 0 0 1 0 0	2 1 3 3 2 4 2	0 0 0 0 0 0	0 0 0 0 0	7 4 7 8 5 11 6	0 0 0 0 0	0 0 0 0 0 0	4 6 4 5 7 7	1 0 0 0 0 0	18 14 17 19 16 23
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PM	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH %	0 0 0 0 0 0 0 0 0 0 0	1 3 3 2 2 2 1 1 1 2 2	1 0 1 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 1 0 0 0 0 3 12%	2 1 3 3 2 4 2 1 2	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 3 4%	7 4 7 8 5 11 6 8 3 6	0 0 0 0 0 0 0 0 1 0 1 2 2%	0 0 0 0 0 0 0 0 0 0 0	4 6 4 5 7 7 2 3 3 3	1 0 0 0 0 0 0 0 0 0 0 0	18 14 17 19 16 23 12 15 10 11
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PM	3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 3 3 2 2 2 1 1 1 2 2 0 21 91% <b>/</b>	1 0 1 0 0 0 0 0 0 0 0 0 0 2 9%	0 0 0 1 0 0 0 1 0 0 0 0 3 12% 26	2 1 3 3 2 4 2 1 2 1 23 88%	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 3 4%	7 4 7 8 5 11 6 8 3 6 80 94%	0 0 0 0 0 0 0 1 0 1 2 2%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 6 4 5 7 7 2 3 3 3 51 98%	1 0 0 0 0 0 0 0 0 0 0 0 0 1 2% 51	18 14 17 19 16 23 12 15 10 11 186
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		NORMANDIE - IROLO		
		NORTH SIDE		
WILSHIRE	WEST SIDE		EAST SIDE	WILSHIRE
***************************************		SOUTH SIDE		
		NORMANDIE - IROLO		

# INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

LOCATION: NORTH & SOUTH: EAST & WEST: <u>DATE:</u> 10/13/11 THURSDAY

NOTES:

LOS ANGELES NORMANDIE - IROLO WILSHIRE

CA11-1014-1971 PROJECT #: LOCATION #: CONTROL:

1 SIGNAL

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CHILD PED CROSSINGS	INTER	П		2	Ţ	10	4	6	က	4	4	2	3	3		46	7	4	5	4	11	10	3	11	2	8	5	7		77
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		Ħ	190	193	233	235	288	249	263	569	259	299	216	235	0	2,929	766	244	278	299	304	323	315	247	276	260	250	275	0	3,337
SSINGS		3	32	37	43	4	32	40	42	45	44	46	27	33		465	52	21	52	49	52	48	48	30	44	34	43	49		522
ED CRO	LEG OF INTER	ш	59	33	89	45	82	48	52	99	21	63	34	19		959	40	55	48	99	09	65	56	47	55	43	39	45		619
ADULT P	LEG OF	S	99	83	98	100	132	127	117	119	123	142	115	102		1,312	127	141	140	144	154	155	156	137	135	140	127	125		1,681
		z	33	40	36	46	42	34	25	45	41	48	40	39		496	47	27	38	9	38	55	55	33	42	43	41	26		515
		Ë	199	224	264	289	321	304	307	295	285	321	236	264	0	3,309	307	777	323	350	356	389	355	299	314	306	304	321	0	3,901
ROSS		8	32	38	45	20	32	47	47	46	46	46	27	37	0	493	53	23	62	51	23	53	52	37	46	37	54	23	0	574
PED + BIKE CROSS	INTER	Ш	62	36	70	27	68	28	09	25	28	88	39	89	0	729	47	63	54	72	9/	79	62	9	9	52	46	22	0	726
PED +	LEG OF INTER	S	69	62	101	119	146	148	132	134	133	152	123	109	0	1,463	145	155	157	172	174	177	172	155	156	161	146	139	0	1,909
		z	36	53	48	83	54	51	89	51	48	52	47	20	0	624	62	36	20	55	53	80	69	47	25	26	28	74	0	692
			M	M	_ W	Ψ	Σ	M	M	M	Σ	Ψ	Σ	M	ΑM		Σ	چ	Σ	Σ	Σ	Μ	Σ	Σ	Σ	Σ	Σ	Σ	Σ	
			7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	TOTAL	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	VOLUMES

WILSHIRE (WEST LEG) NORMANDIE - IROLO (SOUTH LEG)
NORMANDIE - IROLO (NORTH LEG) WILSHIRE (EAST LEG)