

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

Project ID: CA12\_5162\_020

Day: WEDNESDAY

City: City of Los Angeles

Date: 5/9/2012

AM

| NS/EW Streets:              | Bundy Dr   |         |         | Bundy Dr   |         |         | La Grange Ave |         |         | La Grange Ave |         |         |              |
|-----------------------------|------------|---------|---------|------------|---------|---------|---------------|---------|---------|---------------|---------|---------|--------------|
|                             | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND     |         |         | WESTBOUND     |         |         |              |
| LANES:                      | NL<br>1    | NT<br>2 | NR<br>0 | SL<br>1    | ST<br>2 | SR<br>0 | EL<br>0       | ET<br>1 | ER<br>0 | WL<br>0       | WT<br>1 | WR<br>0 | TOTAL        |
| 7:00 AM                     | 6          | 265     | 16      | 4          | 159     | 0       | 0             | 0       | 1       | 12            | 1       | 4       | 468          |
| 7:15 AM                     | 2          | 372     | 6       | 3          | 193     | 1       | 0             | 0       | 0       | 14            | 1       | 7       | 599          |
| 7:30 AM                     | 2          | 355     | 15      | 18         | 265     | 2       | 0             | 0       | 1       | 14            | 1       | 11      | 684          |
| 7:45 AM                     | 4          | 354     | 20      | 17         | 301     | 5       | 0             | 0       | 0       | 14            | 1       | 10      | 726          |
| 8:00 AM                     | 21         | 332     | 13      | 31         | 324     | 5       | 1             | 1       | 3       | 13            | 1       | 12      | 757          |
| 8:15 AM                     | 12         | 332     | 16      | 42         | 287     | 8       | 0             | 0       | 2       | 18            | 4       | 12      | 733          |
| 8:30 AM                     | 11         | 333     | 21      | 32         | 344     | 4       | 0             | 0       | 3       | 17            | 4       | 18      | 787          |
| 8:45 AM                     | 5          | 310     | 24      | 20         | 340     | 3       | 0             | 0       | 2       | 21            | 4       | 11      | 740          |
| 9:00 AM                     | 12         | 380     | 18      | 27         | 283     | 2       | 0             | 0       | 4       | 19            | 7       | 12      | 764          |
| 9:15 AM                     | 7          | 306     | 18      | 23         | 301     | 1       | 0             | 0       | 0       | 15            | 0       | 13      | 684          |
| 9:30 AM                     | 5          | 323     | 22      | 20         | 225     | 1       | 0             | 0       | 2       | 13            | 0       | 13      | 624          |
| 9:45 AM                     | 4          | 342     | 17      | 21         | 270     | 0       | 1             | 2       | 4       | 20            | 0       | 15      | 696          |
| <b>TOTAL VOLUMES :</b>      | 91         | 4004    | 206     | 258        | 3292    | 32      | 2             | 3       | 22      | 190           | 24      | 138     | 8262         |
| <b>APPROACH %'s :</b>       | 2.12%      | 93.09%  | 4.79%   | 7.20%      | 91.90%  | 0.89%   | 7.41%         | 11.11%  | 81.48%  | 53.98%        | 6.82%   | 39.20%  |              |
| <b>PEAK HR START TIME :</b> | 815 AM     |         |         |            |         |         |               |         |         |               |         |         | <b>TOTAL</b> |
| <b>PEAK HR VOL :</b>        | 40         | 1355    | 79      | 121        | 1254    | 17      | 0             | 0       | 11      | 75            | 19      | 53      | 3024         |
| <b>PEAK HR FACTOR :</b>     | 0.899      |         |         | 0.916      |         |         | 0.688         |         |         | 0.942         |         |         | 0.961        |

CONTROL : Signalized

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| NS/EW Streets:       |  | Bundy Dr   |            |           | Bundy Dr   |            |          | La Grange Ave |          |          | La Grange Ave |         |           |               |
|----------------------|--|------------|------------|-----------|------------|------------|----------|---------------|----------|----------|---------------|---------|-----------|---------------|
|                      |  | NORTHBOUND |            |           | SOUTHBOUND |            |          | EASTBOUND     |          |          | WESTBOUND     |         |           |               |
| LANES:               |  | NL<br>1    | NT<br>2    | NR<br>0   | SL<br>1    | ST<br>2    | SR<br>0  | EL<br>0       | ET<br>1  | ER<br>0  | WL<br>0       | WT<br>1 | WR<br>0   | TOTAL         |
| 3:00 PM              |  | 6          | 324        | 24        | 25         | 339        | 2        | 0             | 2        | 3        | 37            | 3       | 30        | 795           |
| 3:15 PM              |  | 3          | 320        | 17        | 34         | 276        | 1        | 0             | 2        | 4        | 28            | 2       | 26        | 713           |
| 3:30 PM              |  | 5          | 309        | 22        | 28         | 282        | 3        | 1             | 2        | 0        | 32            | 0       | 30        | 714           |
| 3:45 PM              |  | 3          | 318        | 24        | 33         | 272        | 1        | 2             | 1        | 2        | 20            | 0       | 17        | 693           |
| 4:00 PM              |  | 4          | 335        | 20        | 41         | 302        | 0        | 0             | 1        | 4        | 28            | 0       | 21        | 756           |
| 4:15 PM              |  | 3          | 356        | 26        | 40         | 239        | 0        | 0             | 2        | 4        | 27            | 0       | 15        | 712           |
| 4:30 PM              |  | 3          | 375        | 13        | 21         | 254        | 0        | 0             | 3        | 1        | 22            | 0       | 13        | 705           |
| 4:45 PM              |  | 1          | 386        | 18        | 29         | 246        | 0        | 0             | 1        | 1        | 21            | 0       | 10        | 713           |
| 5:00 PM              |  | 3          | 378        | 26        | 30         | 207        | 1        | 0             | 8        | 5        | 29            | 0       | 24        | 711           |
| 5:15 PM              |  | 2          | 370        | 27        | 19         | 88         | 2        | 4             | 2        | 3        | 27            | 0       | 23        | 567           |
| 5:30 PM              |  | 0          | 407        | 16        | 13         | 123        | 2        | 5             | 20       | 7        | 26            | 0       | 21        | 640           |
| 5:45 PM              |  | 0          | 433        | 34        | 19         | 164        | 1        | 4             | 8        | 6        | 19            | 0       | 24        | 712           |
| TOTAL VOLUMES :      |  | NL<br>33   | NT<br>4311 | NR<br>267 | SL<br>332  | ST<br>2792 | SR<br>13 | EL<br>16      | ET<br>52 | ER<br>40 | WL<br>316     | WT<br>5 | WR<br>254 | TOTAL<br>8431 |
| APPROACH %'s :       |  | 0.72%      | 93.49%     | 5.79%     | 10.58%     | 89.00%     | 0.41%    | 14.81%        | 48.15%   | 37.04%   | 54.96%        | 0.87%   | 44.17%    |               |
| PEAK HR START TIME : |  | 300 PM     |            |           |            |            |          |               |          |          |               |         |           | TOTAL         |
| PEAK HR VOL :        |  | 17         | 1271       | 87        | 120        | 1169       | 7        | 3             | 7        | 9        | 117           | 5       | 103       | 2915          |
| PEAK HR FACTOR :     |  | 0.971      |            |           | 0.885      |            |          | 0.792         |          |          | 0.804         |         |           | 0.917         |

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