City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South SAN DIEGO FWY NB ON/OFF RAMPS

East/West SANTA MONICA BL

Day: MONDAY Date: August 31, 2009 Weather: SUNNY

Hours: 7-10AM 1-4PM Chekrs: CERULLE

School Day: YES District: WESTERN I/S CODE 14123

	N/B	S/B	E/B	W/B
DUAL-WHEELED	205	0	256	145
BIKES	2	0	7	16
BUSES	56	0	70	37

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	461	7.00	0	7.00	545	8.15	520	8.45
PM PK 15 MIN	440	3.45	0	1.00	597	2.45	544	1.15
AM PK HOUR	1728	8.00	0	7.00	2071	8.15	1951	8.30
PM PK HOUR	1646	3.00	0	1.00	2311	2.45	1745	1.15

NORTHBOUND Approach — **SAN DIEGO FWY NB OFF RAMP**

Hours	Lt	Th	Rt	Total
7-8	618	320	689	1627
8-9	692	359	677	1728
9-10	606	331	661	1598
1-2	514	229	789	1532
2-3	504	272	733	1509
3-4	529	381	736	1646
TOTAL	3463	1892	4285	9640

SOUTHBOUND Approach — **SAN DIEGO FWY NB ON RAMP**

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
1-2	0	0	0	0
2-3	0	0	0	0
3-4	0	0	0	0
TOTAL	0	0	0	0

TOTAL N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch
1627	22	0	0	0
1728	17	0	0	0
1598	28	0	0	0
1532	44	0	0	0
1509	23	0	0	0
1646	25	0	0	0
9640	159	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	404	1390	0	1794
8-9	501	1562	0	2063
9-10	398	1665	0	2063
1-2	418	1432	0	1850
2-3	554	1574	0	2128
3-4	602	1700	0	2302
TOTAL	2877	9323	0	12200

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	992	100	1092
8-9	0	1469	288	1757
9-10	0	1508	270	1778
1-2	0	1429	256	1685
2-3	0	1304	167	1471
3-4	0	1288	236	1524
TOTAL	0	7990	1317	9307

TOTAL E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
2886	0	0	0	0
3820	0	0	11	0
3841	0	0	11	0
3535	0	0	4	0
3599	0	0	4	0
3826	0	0	6	2
21507	0	0	36	2

(Rev Oct 06)

CHECK 161 0 7 54

City of Los Angeles
Department of Transportation

FETSIM COUNT SHEET (R 3-89)

North/South St: SAN DIEGO FWY NB ON/OFF RAMPS

East/West St: SANTA MONICA BL

Date: August 31, 2009

NOTE: THESE COUNTS WERE CALCULATED IN ACCORDANCE WITH THE COUNT DEFINITION OUTLINED
Peak hour volumes were calculated by determining the 1/2 hour during which the total volume on all approaches was a maximum, i.e., from 7.00-7.30 or from 4.15-4.45. Then these volumes were multiplied by 2 to get the hourly volumes. These numbers are not the same as the ones in the Traffic Count Summary forms.

A.M.	Format		P.M.	LINK	Format
0	0		0	0	0
602	666		526	434	752
366	0		614	1746	0
224	0		248	1258	0

TRAFFIC COUNT SUMMARY Format

SB APPROACH

	Lt	Rt	Lt	Th	Rt	
AM	602	666	0	434	0	9.30
PM	526	752	0	0	0	3.30

WB APPROACH

	Lt	Rt	Lt	Th	Rt
AM	366	0	0	1746	224
PM	614	0	0	1258	248

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% CALCULATION WORKSPACE !

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% NORTHBOUND AM !

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%	Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	
%	Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
%	----	----	----	----	----	----	----	----	----	----	----	!
%	7.15	182	87	192	461	1627	7	0	2	0	7.00	!
%	7.30	139	56	146	341	1615	8	2	9	0	7.15	!
%	7.45	170	82	173	425	1709	15	2	8	0	7.30	!
%	8.00	127	95	178	400	1712	6	3	3	0	7.45	!
%	8.15	204	97	148	449	1728	5	2	4	0	8.00	!
%	8.30	165	91	179	435	1688	7	1	7	0	8.15	!
%	8.45	164	89	175	428	1647	9	1	0	0	8.30	!
%	9.00	159	82	175	416	1622	11	4	6	0	8.45	!
%	9.15	155	87	167	409	1598	13	1	8	0	9.00	!
%	9.30	150	83	161	394		11	2	6	0	9.15	!
%	9.45	152	81	170	403		17	1	8	0	9.30	!
%	10.00	149	80	163	392		11	2	6	0	9.45	!

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% NORTHBOUND PM !

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%	Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	
%	Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
%	----	----	----	----	----	----	----	----	----	----	----	!
%	1.15	122	60	178	360	1532	10	2	9	0	1.00	!
%	1.30	125	56	207	388	1531	6	4	7	0	1.15	!
%	1.45	131	56	189	376	1512	2	3	14	0	1.30	!
%	2.00	136	57	215	408	1543	8	2	14	0	1.45	!
%	2.15	123	44	192	359	1509	12	4	13	0	2.00	!
%	2.30	120	71	178	369	1531	5	5	3	0	2.15	!
%	2.45	137	83	187	407	1571	8	2	5	0	2.30	!
%	3.00	124	74	176	374	1580	4	2	2	0	2.45	!
%	3.15	128	77	176	381	1646	10	2	10	0	3.00	!
%	3.30	138	87	184	409		8	2	7	0	3.15	!
%	3.45	127	103	186	416		3	5	3	0	3.30	!
%	4.00	136	114	190	440		9	2	5	0	3.45	!

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% EASTBOUND AM !

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%	Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	
%	Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	!
%	----	----	----	----	----	----	----	----	----	----	----	!
%	7.15	53	331	0	384	1794	10	7	0	0	7.00	!
%	7.30	109	328	0	437	1930	11	3	0	0	7.15	!
%	7.45	123	348	0	471	2038	15	3	0	0	7.30	!
%	8.00	119	383	0	502	2037	11	3	0	0	7.45	!
%	8.15	132	388	0	520	2063	8	3	0	0	8.00	!
%	8.30	134	411	0	545	2071	8	4	0	0	8.15	!
%	8.45	116	354	0	470	1987	6	0	0	0	8.30	!
%	9.00	119	409	0	528	2050	11	2	0	0	8.45	!
%	9.15	131	397	0	528	2063	4	3	0	0	9.00	!
%	9.30	84	377	0	461		12	4	0	0	9.15	!
%	9.45	97	436	0	533		16	2	0	0	9.30	!
%	10.00	86	455	0	541		9	2	0	0	9.45	!

% .... !

EASTBOUND PM

Period Endng	Total Vehicles L	T	R	Cross Tot.	Hour Tot.	D.W Veh.	Pedestrns Bus	Ped	Sch	Period Begng
1.15	75	302	0	377	1850	6	2	0	0	1.00
1.30	110	372	0	482	1976	10	1	0	0	1.15
1.45	104	344	0	448	1994	11	4	0	0	1.30
2.00	129	414	0	543	2074	11	4	0	0	1.45
2.15	132	371	0	503	2128	18	3	0	0	2.00
2.30	138	362	0	500	2172	12	2	0	0	2.15
2.45	134	394	0	528	2247	15	1	0	0	2.30
3.00	150	447	0	597	2311	8	3	0	0	2.45
3.15	148	399	0	547	2302	11	3	0	0	3.00
3.30	147	428	0	575		11	3	0	0	3.15
3.45	157	435	0	592		13	3	0	0	3.30
4.00	150	438	0	588		9	5	0	0	3.45

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FETSIM WORKSPACE SEE COMMENTS BELOW

A.M. VOLUME TOTAL	BEG TIME	NB L	NB T	NB R	NB TOT	SB L	SB T	SB R
2139	7.00	321	143	338	802	0	0	0
2204	7.15	309	138	319	766	0	0	0
2374	7.30	297	177	351	825	0	0	0
2571	7.45	331	192	326	849	0	0	0
2767	8.00	369	188	327	884	0	0	0
2725	8.15	329	180	354	863	0	0	0
2781	8.30	323	171	350	844	0	0	0
2898	8.45	314	169	342	825	0	0	0
2804	9.00	305	170	328	803	0	0	0
2673	9.15	302	164	331	797	0	0	0
2635	9.30	301	161	333	795	0	0	0

MAX 1/2 HOUR VOLUME PE/ 2898

TIME MAX PEAK STARTS 9.30

P.M. VOLUME TOTAL	BEG TIME	NB L	NB T	NB R	NB TOT	SB L	SB T	SB R
2483	1.00	247	116	385	748	0	0	0
2649	1.15	256	112	396	764	0	0	0
2584	1.30	267	113	404	784	0	0	0
2603	1.45	259	101	407	767	0	0	0
2530	2.00	243	115	370	728	0	0	0
2547	2.15	257	154	365	776	0	0	0
2578	2.30	261	157	363	781	0	0	0
2596	2.45	252	151	352	755	0	0	0
2683	3.00	266	164	360	790	0	0	0
2775	3.15	265	190	370	825	0	0	0
2789	3.30	263	217	376	856	0	0	0

MAX 1/2 HOUR VOLUME PE/ 2789

TIME MAX PEAK STARTS 3.30

COMMEN

A. DESIGN RULES FOR CALCULATING HOUR COUNT:

1. FIND MAX 1/2 HOUR COUNT BY ADDING 2 SUCCESSIVE 15 MINUTE VOLUME COUNTS WITH @SUM FNC THEN FIND MAX USING @MAX FUNCTION. @VLOOKUP LOOKS FOR THE HIGHEST VOLUME.

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SOUTHBOUND AM %

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Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
7.15	0	0	0	0	0	0	0	0	0	7.00	%
7.30	0	0	0	0	0	0	0	0	0	7.15	%
7.45	0	0	0	0	0	0	0	0	0	7.30	%
8.00	0	0	0	0	0	0	0	0	0	7.45	%
8.15	0	0	0	0	0	0	0	0	0	8.00	%
8.30	0	0	0	0	0	0	0	0	0	8.15	%
8.45	0	0	0	0	0	0	0	0	0	8.30	%
9.00	0	0	0	0	0	0	0	0	0	8.45	%
9.15	0	0	0	0	0	0	0	0	0	9.00	%
9.30	0	0	0	0		0	0	0	0	9.15	%
9.45	0	0	0	0		0	0	0	0	9.30	%
10.00	0	0	0	0		0	0	0	0	9.45	%

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SOUTHBOUND PM %

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Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
1.15	0	0	0	0	0	0	0	0	0	1.00	%
1.30	0	0	0	0	0	0	0	0	0	1.15	%
1.45	0	0	0	0	0	0	0	0	0	1.30	%
2.00	0	0	0	0	0	0	0	0	0	1.45	%
2.15	0	0	0	0	0	0	0	0	0	2.00	%
2.30	0	0	0	0	0	0	0	0	0	2.15	%
2.45	0	0	0	0	0	0	0	0	0	2.30	%
3.00	0	0	0	0	0	0	0	0	0	2.45	%
3.15	0	0	0	0	0	0	0	0	0	3.00	%
3.30	0	0	0	0		0	0	0	0	3.15	%
3.45	0	0	0	0		0	0	0	0	3.30	%
4.00	0	0	0	0		0	0	0	0	3.45	%

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WESTBOUND AM %

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Period	Total Vehicles			Cross	Hour	D.W	Pedestrns			Period	%
Endng	L	T	R	Tot.	Tot.	Veh.	Bus	Ped	Sch	Begng	%
7.15	0	230	22	252	1092	6	0	0	0	7.00	%
7.30	0	240	24	264	1230	3	1	0	0	7.15	%
7.45	0	230	36	266	1394	7	1	0	0	7.30	%
8.00	0	292	18	310	1547	1	3	0	0	7.45	%
8.15	0	332	58	390	1757	7	2	0	0	8.00	%
8.30	0	349	79	428	1864	8	3	4	0	8.15	%
8.45	0	349	70	419	1951	6	3	3	0	8.30	%
9.00	0	439	81	520	1899	17	5	4	0	8.45	%
9.15	0	417	80	497	1778	16	2	4	0	9.00	%
9.30	0	437	78	515		11	1	2	0	9.15	%
9.45	0	316	51	367		8	2	2	0	9.30	%
10.00	0	338	61	399		8	0	3	0	9.45	%

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WESTBOUND PM

Period Endng	Total Vehicles L	T	R	Cross Tot.	Hour Tot.	D.W Veh.	Pedestrns Bus	Ped	Sch	Period Begng
1.15	0	270	62	332	1685	1	1	3	0	1.00
1.30	0	460	84	544	1745	4	2	0	0	1.15
1.45	0	359	52	411	1608	7	3	1	0	1.30
2.00	0	340	58	398	1533	3	0	0	0	1.45
2.15	0	348	44	392	1471	1	2	1	0	2.00
2.30	0	351	56	407	1440	4	2	0	0	2.15
2.45	0	306	30	336	1443	1	1	3	0	2.30
3.00	0	299	37	336	1480	0	0	0	0	2.45
3.15	0	308	53	361	1524	7	0	1	2	3.00
3.30	0	351	59	410		7	2	2	0	3.15
3.45	0	310	63	373		3	0	0	0	3.30
4.00	0	319	61	380		9	1	3	0	3.45

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	EB				WB				
TOT	L	T	R	TOT	L	T	R	TOT	
0	162	659	0	821	0	470	46	516	
0	232	676	0	908	0	470	60	530	
0	242	731	0	973	0	522	54	576	
0	251	771	0	1022	0	624	76	700	
0	266	799	0	1065	0	681	137	818	
0	250	765	0	1015	0	698	149	847	
0	235	763	0	998	0	788	151	939	
0	250	806	0	1056	0	856	161	1017	
0	215	774	0	989	0	854	158	1012	
0	181	813	0	994	0	753	129	882	
0	183	891	0	1074	0	654	112	766	

	EB				WB				
TOT	L	T	R	TOT	L	T	R	TOT	
0	185	674	0	859	0	730	146	876	
0	214	716	0	930	0	819	136	955	
0	233	758	0	991	0	699	110	809	
0	261	785	0	1046	0	688	102	790	
0	270	733	0	1003	0	699	100	799	
0	272	756	0	1028	0	657	86	743	
0	284	841	0	1125	0	605	67	672	
0	298	846	0	1144	0	607	90	697	
0	295	827	0	1122	0	659	112	771	
0	304	863	0	1167	0	661	122	783	
0	307	873	0	1180	0	629	124	753	

2. TAKE MAX 1/2 HOUR VOLUMES AND MULTIPLY BY TWO TO GET HOURLY VOLUMES CONSISTENT WITH DEFINITION OF VOLUME IN FETSIM '89 ORIENTATION MANUAL.

B. ALT-W WILL EXECUTE THE PRINTING MACRO FOR THIS FETSIM COUNT
CAN THEN SIMPLY
HIT ALT-S TO PRINT THE SUMMARY SHEET AND THEN ALT-W TO PRINT
CTION OUR SHEETS.

TRAFFIC SIGNAL WARRANTS

CALC DATE: August 31, 2009

CHK DATE:

DISTRICT: WESTERN

Major St: SANTA MONICA BL Critical Approach Speed: mph
Minor St: SAN DIEGO FWY NB ON/OFF RAMPS Critical Approach Speed: mph

Critical speed of major street traffic >=40 mph
OR
In built up area of isolated community of =< 10,000 population .... RURAL(R)
OTHERWISE .... URBAN (U)

WARRANT 1- Minimum Vehicular Volume 100% SATISFIED YES NO
80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R			Hour			
LANES	1		2 or	more	7-8	8-9	9-10	1-2	2-3	3-4
Both Approaches	500	350	600	420						
Major Street	(400)	(280)	(480)	(336)	2886	3820	3841	3535	3599	3826
Highest Approch	150	105	200	140						
Minor street	(120)	(84)	(160)	(112)	1627	1728	1598	1532	1509	1646

NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT2- Interruption of ContinuousTraffic 100% SATISFIED YES NO
80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

APPROACH	U	R	U	R			Hour			
LANES	1		2 or	more	7-8	8-9	9-10	1-2	2-3	3-4
Both Approaches	750	525	900	630						
Major Street	(600)	(420)	(720)	(504)	2886	3820	3841	3535	3599	3826
HighestApprch	75	53	100	70						
Minor Street	(60)	(42)	(80)	(56)	1627	1728	1598	1532	1509	1646

*NOTE: Heavier left turn movement from Major Street included when LT-phasing is proposed

WARRANT 3- Minimum Pedetrian Volume 100% SATISFIED YES NO
80% SATISFIED YES NO

MINIMUM REQUIREMENTS
(80% SHOWN IN BRACKETS)

				Hour					
		U	R	7-8	8-9	9-10	1-2	2-3	3-4
Both Approaches	no	600	420						
Major Street	median	(480)	(336)	2886	3820	3841	3535	3599	3826
	Raised	1000	700						
Volume	4'median	(800)	(560)						
Peds on highest volume		150	105						
x-walk xing major st		(120)	(84)	0	11	11	4	4	8

IF MIDBLOCK SIGNAL PROPOSED

MIN. REQUIREMENT	DISTANCE TO NEAREST ESTABLISHED CROSSWALK				FULFILLED	
150 FEET	N/E:	FT	S/W:	FT	YES	NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 4 - Schools Crossings — Not Applicable
See School Crossings Warrant Sheet

WARRANT 5 - Progressive Movement — SATISFIED YES NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL				FULFILLED	
> 1000 ft	N	S	E	W	YES	NO
ON ONE WAY ISOLATED ST. OR ST. WITH ONE WAY TRAFFIC SIGNIFICANCE AND ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING IL SPEED CONTROL WOULD BE LOST.						
ON 2-WAY ST. WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL. PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM					YES	NO

WARRANT 6 - Accident Experience — SATISFIED YES NO

REQUIREMENT	WARRANT	(X)	FULFILLED	
ONE WARRANT SATISFIED 80%	WARRANT 1 - MINIMUM VEHICULAR VOLUME OR WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC OR WARRANT 3 - MINIMUM PEDESTRIAN VOLUME		YES	NO
SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW				
ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE ACC. FREQ.				
ACC WITHIN A 12 MON. PERIOD SUSCEPTIBLE OF CORR. lL INVOLVING INJURY OR > $200 DAMAGE				
MINIMUM REQUIREMENT	NUMBER OF ACCIDENTS			
3 OR MORE			YES	NO

* NOTE: Left turn accidents can be included when LT-phasing is proposed

WARRANT 7 - Systems Warrant — SATISFIED YES NO

Minimum Volume Requirement	ENTERING VOLUMES - ALL APPROACHES	(X)	FULFILLED	
	DURING TYPICAL WEEKDAY PEAK HOUR 5750 veh/hr			
800 VEH/HR	DURING EACH OF ANY 5 HRS OF A SAT AND/OR SUNDAY veh/hr			
			YES	NO

CHARACTERISTICS OF MAJOR ROUTES	MAJOR S/MINOR ST		
HWY SYSTEM SERVING AS PRINCIPLE NETWORK FOR THROUGH TRAFFIC			
CONNECTS AREAS OF PRINCIPLE TRAFFIC GENERATION			
RURAL OR SUBURBAN HWY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY			
HAS SURFACE STREET FWY OR EXPWAY RAMP TERMINALS			
APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN			
ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STREETS		YES	NO

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

WARRANT 8 - Combination of Warrants SATISFIED YES NO

REQUIREMENT	WARRANT	(X)	FULFILLED
TWO WARRANTS	1 - MINIMUM VEHICULAR VOLUME		
SATISFIED	2 - INTERRUPTION OF CONTINUOUS TRAFFIC		
80%	3 - MINIMUM PEDESTRIAN VOLUME		YES NO

WARRANT 9 - Four Hour Volume SATISFIED YES NO

Approach Lanes	One	2 or more	Hour 8-9	3-4	9-10	2-3
Both Approaches, Major Street			3820	3826	3841	3599
Highest Approaches, Minor Street			1728	1646	1598	1509

*Refer to Fig. 9-2A (URBAN AREAS) or Figure 9-2B (RURAL AREAS) to determine if this warrant is satisfied.

WARRANT 10 - Peak Hour Delay SATISFIED YES NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; and YES NO

2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; and YES NO

3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches YES NO

WARRANT 11 - Peak Hour Volume SATISFIED* YES NO

Approach Lanes	One	2 or more	Hour 8-9
Both Approaches , Major Street			3820
Highest Approaches, Minor Street			1728

*Refer to Fig. 9-2C (URBAN AREAS) or Figure 9-2D (RURAL AREAS) to determine if this warrant is satisfied.

– The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.

CALCULATIONS

MAX OF WARRANT PAIRS	5548		CH	CI	CJ	CK	CL	CM			
NEXT MAX	5472	TOTAL EACH CELL	4513	5548	5439	5067	5108	5472			
NEXT MAX	5439										
NEXT MAX	5108		MAX		NEXT		NEXT				
			5548		4513		4513				
			5472		0		0				
			5548		5439		0				
			5548		5067		5067				
			5548		5108		5108				
			5548		0		0				