

ITM Peak Hour Summary

Prepared by:



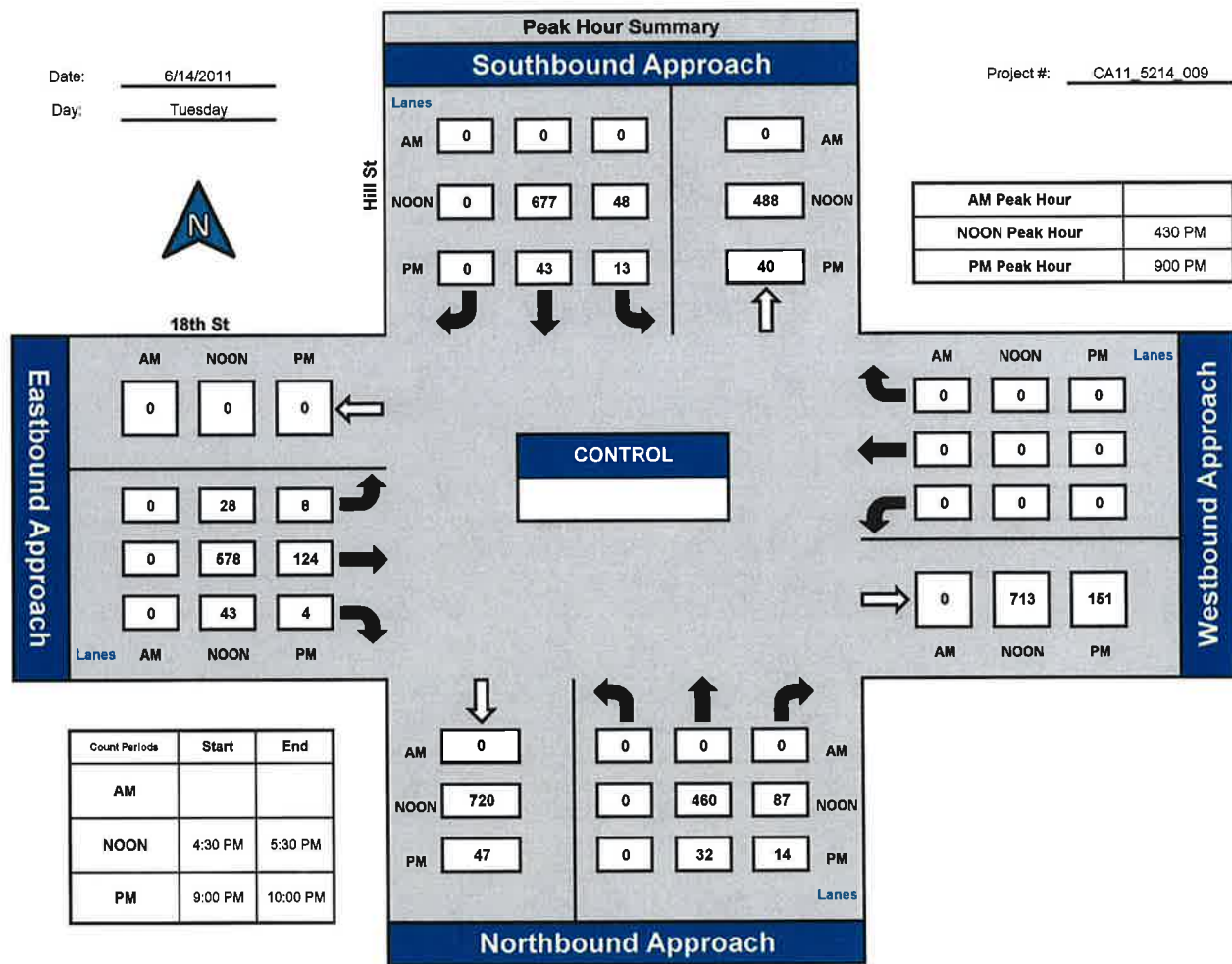
National Data & Surveying Services

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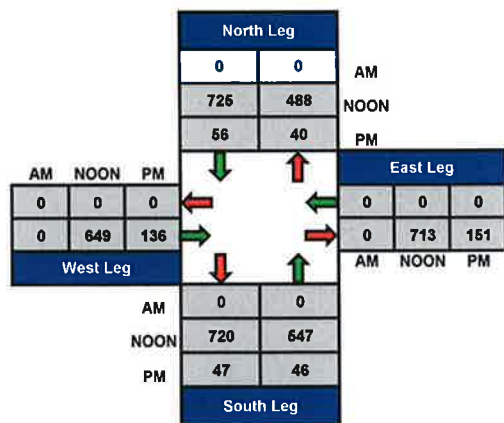
Hill St and 18th St

Date: 6/14/2011
Day: Tuesday

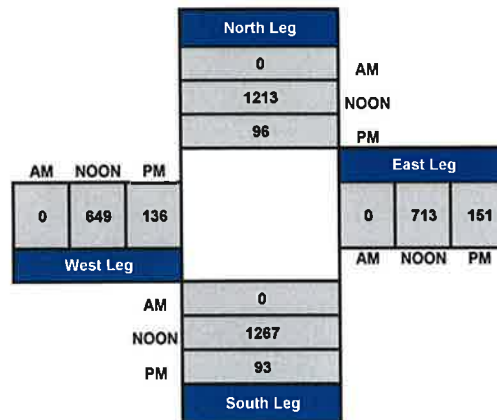
Project #: CA11_5214_009



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5214_009

Day: TUESDAY

City: City of Los Angeles

Date: 6/14/2011

PM

| NS/EW Streets: | Hill St | | | Hill St | | | 18th St | | | 18th St | | | TOTAL |
|----------------------|------------|--------|--------|------------|--------|-------|-----------|--------|-------|-----------|---------|---------|-------|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | |
| LANES: | | | | | | | | | | | | | |
| 9:00 PM | | 12 | 7 | 4 | 12 | | 2 | 29 | 1 | | | | 67 |
| 9:15 PM | | 10 | 1 | 1 | 4 | | 3 | 40 | 1 | | | | 60 |
| 9:30 PM | | 4 | 3 | 7 | 16 | | 2 | 33 | 2 | | | | 67 |
| 9:45 PM | | 6 | 3 | 1 | 11 | | 1 | 22 | 0 | | | | 44 |
| TOTAL VOLUMES : | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| | 0 | 32 | 14 | 13 | 43 | 0 | 8 | 124 | 4 | 0 | 0 | 0 | 238 |
| APPROACH %'s : | 0.00% | 69.57% | 30.43% | 23.21% | 76.79% | 0.00% | 5.88% | 91.18% | 2.94% | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 900 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 32 | 14 | 13 | 43 | 0 | 8 | 124 | 4 | 0 | 0 | 0 | 238 |
| PEAK HR FACTOR : | 0.605 | | | 0.609 | | | 0.773 | | | 0.000 | | | 0.888 |

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_5214_009

Day: TUESDAY

City: City of Los Angeles

Date: 6/14/2011

NOON

| NS/EW Streets: | Hill St | | | Hill St | | | 18th St | | | 18th St | | | |
|----------------------|------------|--------|--------|------------|--------|-------|-----------|--------|-------|-----------|---------|---------|-------|
| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
| LANES: | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| 4:30 PM | | 100 | 23 | 16 | 167 | | 7 | 162 | 10 | | | | 485 |
| 4:45 PM | | 112 | 16 | 16 | 167 | | 9 | 125 | 16 | | | | 461 |
| 5:00 PM | | 113 | 26 | 10 | 179 | | 8 | 127 | 8 | | | | 471 |
| 5:15 PM | | 135 | 22 | 6 | 164 | | 4 | 164 | 9 | | | | 504 |
| TOTAL VOLUMES : | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| APPROACH %'s : | 0 | 460 | 87 | 48 | 677 | 0 | 28 | 578 | 43 | 0 | 0 | 0 | 1921 |
| | 0.00% | 84.10% | 15.90% | 6.62% | 93.38% | 0.00% | 4.31% | 89.06% | 6.63% | #DIV/0! | #DIV/0! | #DIV/0! | |
| PEAK HR START TIME : | 430 PM | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 460 | 87 | 48 | 677 | 0 | 28 | 578 | 43 | 0 | 0 | 0 | 1921 |
| PEAK HR FACTOR : | 0.871 | | | 0.959 | | | 0.906 | | | 0.000 | | | 0.953 |

CONTROL :