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Universal Waste Systems Inc.
Material Recovery Site Expansion
Transportation Impact Analysis Report
City of Santa Fe Springs, CA
June 6, 2023



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1.0 INTRODUCTION

This Traffic Impact Analysis is consistent with the traffic study guidelines as set forth by the City of Santa Fe Springs and follows the requirements of the *Traffic Impact Analysis Report Guidelines for Los Angeles County*. After a consultation with the City of Santa Fe Springs City Traffic Engineer, a scoping memo was prepared by JB & Associates (See **Appendix A**) and approved by the City. The following study scope was determined:

Study Area

It was determined that the following 7 intersections would be analyzed and evaluated for potential project related traffic impacts. The location and the number study intersections were reviewed and approved by the City of Santa Fe Springs staff.

NO.	Intersection Name	Intersection Traffic Control
1	Slauson Avenue & Norwalk Boulevard	Traffic signal
2	Slauson Avenue & Pioneer Boulevard	Traffic signal
3	Pioneer Boulevard & I-605 Freeway Northbound Off-ramp	1-way STOP
4	Slauson Avenue & I-605 Freeway Southbound Off-ramp	Traffic signal
5	Norwalk Boulevard & Telegraph Road	Traffic signal
6	Norwalk Boulevard & Los Nietos Road	Traffic signal
7	Los Nietos Road & Dice Road	1-way STOP

Methodology

The signalized study intersections will be analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines Levels of Service (LOS) associated with each critical V/C ratio at the signalized intersection.

The unsignalized study intersections will be analyzed using the Highway Capacity Manual (HCM) methodologies for performing two-way Stop-controlled (TWSC) and/or all-way Stop-controlled (AWTC) intersection capacity analyses (Part III, Section 17). For TWSC intersection analysis, LOS is calculated for each movement of the intersection and the most critical LOS is the one that represents the effectiveness of that intersection. For AWSC intersection analysis, LOS is defined by the control delay of the entire intersection.

Traffic Analysis Scenarios

The following scenarios were evaluated in this analysis:

- Existing Conditions
- Existing plus Project Conditions
- Opening Year (2025) Cumulative without Project Conditions
- Opening Year (2025) Cumulative with Project Conditions

The potential project-related impacts were determined and required mitigations, if necessary, are included as part of the traffic analysis.

2.0 PROJECT LOCATION AND SITE DESCRIPTION

2.1 Project Location

As illustrated in **Figure 1 -- Regional Location Map**, the Project, Universal Waste Systems, is at 9010 – 9030 Norwalk Boulevard, in the City of Santa Fe Springs, California (the “City”). The Project site is located at the southeast corner of Norwalk Boulevard and the Union Pacific Railroad track (Crossing 76162TV), and is surrounded by mostly industrial developments, see **Figure 2 -- Project Site and Surrounding Uses**.

2.2 Existing and Proposed Development

The Project site is currently a solid waste transfer/processing center and a material recovery facility. The proposed project is to expand the existing facility to increase the solid waste material throughput from 1,500 tons per day to 2,500 tons per day. In addition, the operation hours will be extended as follows:

- To the public: from 7 am – 7 pm Monday through Saturday to 6 am – 10 pm Monday through Saturday
- Within the facility: from 6 am – 10 pm Monday through Saturday to 5 am – 10 pm Monday through Saturday



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Figure 3: Project Site and Surrounding Uses

Figure 2: Project Site and Surrounding Uses

3.0 SITE ACCESS AND CIRCULATION

3.1 Project Site Access

As shown in **Figure 3 -- Project Site Plan**, Vehicular access to and from the existing Project site is provided through 2 driveways on Norwalk Boulevard.

- (1) The northerly driveway is approximately 37 feet wide.
- (2) The southerly driveway is approximately 70 feet wide.

All ingress and egress movements for the Project is limited to right turns only.

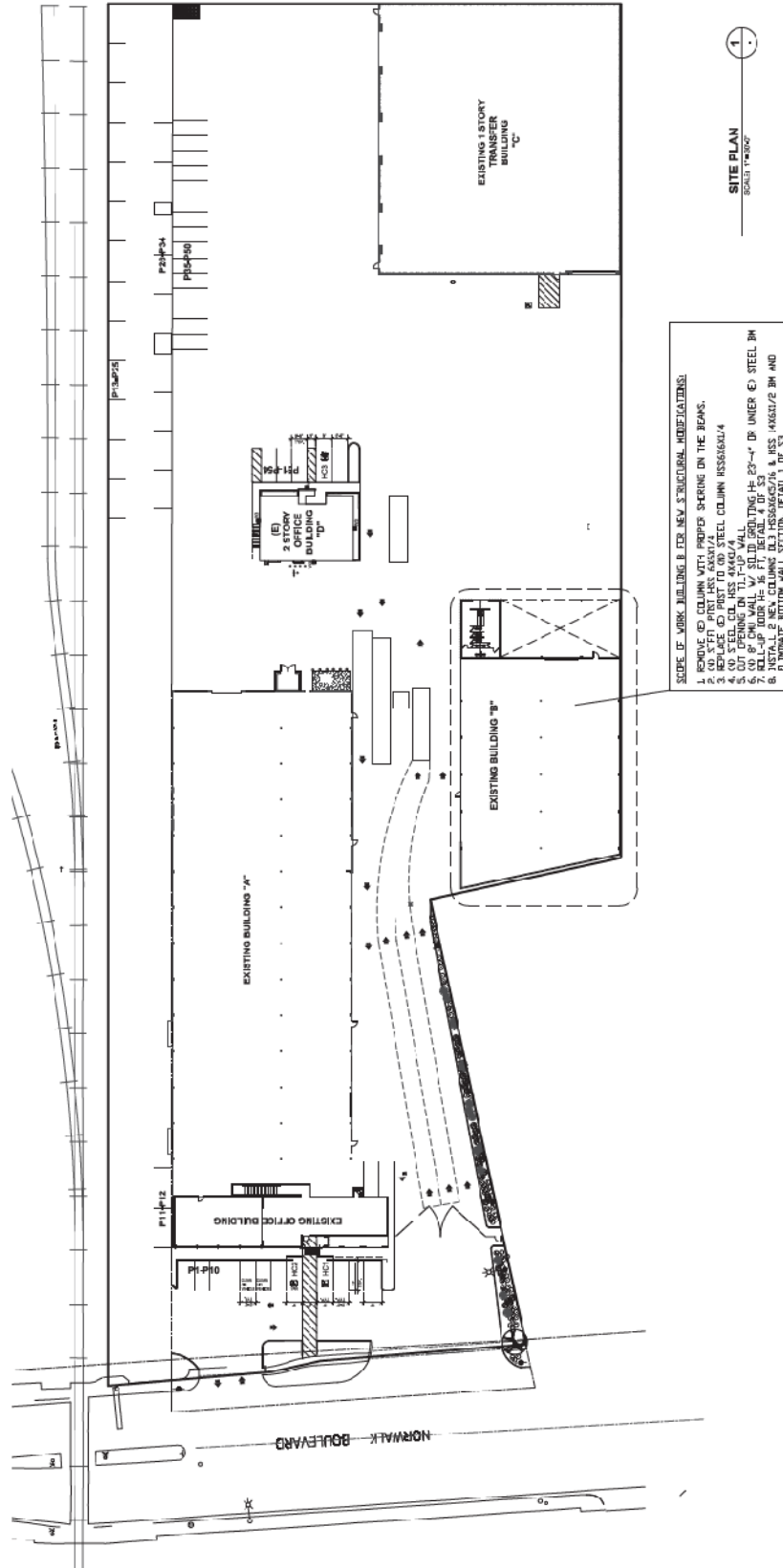


Figure 3: Project Site Plan

3.2 Freeway Access to Region

The Project area is primarily served by one major freeway:

- **The I-605 (San Gabriel River) Freeway** is a north/south freeway that extends between the I-210 Freeway in Duarte to the north and the I-405 and SR-22 freeways in Seal Beach to the south. The segment of the I-605 Freeway in the Santa Fe Springs area consists of four mixed-flow travel lanes and one High Occupancy Vehicle lane in each direction. On/Off Ramps that provide access to the Project are located on Slauson Avenue, Pioneer Boulevard and Washington Boulevard.

3.3 Surrounding Roadway Systems

The Project area is served by the following surrounding roadways:

- **Norwalk Boulevard** is a north-south Major Arterial that provides access to the City of Whittier to the north and to the City of Norwalk to the south. Within the study area, Norwalk Boulevard consists of two travel lanes in each direction and a continuous two-way left-turn lane with exclusive left-turn lanes at intersections. Parking is prohibited on both sides of the street.
- **Slauson Avenue** is a Major Arterial that generally runs in a northwest-southeast direction between the cities of Pico Rivera to the west and Whittier to the east. Within the study area, Slauson Avenue is striped for three travel lanes in each direction separated by a raised or painted median with left-turn lanes at intersections. However, parking is allowed in the curb lanes except during peak periods. During the morning peak period (6 am to 9 am), parking is prohibited on the north side, thereby providing a third travel lane in the westbound direction. During the afternoon peak period (3 pm to 6 pm), parking is prohibited on the south side, thereby providing a third travel lane in the eastbound direction.
- **Pioneer Boulevard** is generally a north-south Major Arterial that runs between the city of Norwalk to the south and the I-605 Freeway northbound on-ramp at Saragosa Street in the city of Whittier to the north. Within the study area, Pioneer Boulevard consists of two travel lanes in each direction separated by a raised median or a continuous two-way left-turn lane with exclusive left-turn lanes at intersections. Parking is allowed on both sides of the street.
- **Los Nietos Road** is a Secondary Arterial that runs in a northwest-southeast direction between the Pioneer Boulevard and Telegraph Road. The lane geometry for Los Nietos varies from one travel lane and bike lane in each direction to two travel lanes in each direction with continuous two-way left-turn lane. In the vicinity of Norwalk Boulevard, Los Nietos Road has two travel lanes in each direction separated by a continuous two-way left-turn lane, with exclusive left-turn lanes at intersections. Parking is prohibited on both sides of the street.

- **Dice Road** is a north-south Local Street that runs between Slauson Avenue to the north and Los Nietos Road to the south. Dice Road has one travel lane in each direction with parking on both sides of the street.

4.0 EXISTING TRAFFIC VOLUMES

Based on existing Project trip counts, the solid waste transfer/processing center and material recovery facility has the heaviest traffic flow on Wednesdays. Therefore, intersection turning movement counts were conducted on a Wednesday (April 19, 2023), during the morning commuter peak period of 7 am to 9 am, and the afternoon commuter peak period of 4 pm to 6 pm. Vehicular turning movement counts were conducted at the following 7 study intersections:

1. Slauson Avenue and Norwalk Boulevard
2. Slauson Avenue and Pioneer Boulevard
3. Pioneer Boulevard and I-605 Freeway Northbound Off-ramp
4. Slauson Avenue and I-605 Freeway Southbound Off-ramp
5. Norwalk Boulevard and Telegraph Road
6. Norwalk Boulevard and Los Nietos Road
7. Los Nietos Road and Dice Road.

The existing turning movement vehicle counts are shown in **Appendix B**. In consideration of the presence of heavy trucks in the vicinity of the Project study area, the existing vehicle counts were classified into the 3 groups: 1) Passenger vehicle or pick-up trucks; 2) 2 or 3-axle medium trucks; and 3) 4 or more axle heavy trucks.

To properly evaluate the potential impacts of truck traffic against intersection capacity, the raw counts in Appendix A were converted to Passenger Car Equivalent (PCE) using the following factors contained in the State of California, Department of Transportation, Highway Design Manual:

1. Passenger vehicles or pick-up truck = 1.0 Passenger Car Equivalent
2. 2 or 3-axle medium truck = 2.0 Passenger Car Equivalent
3. 4 or more axle heavy truck = 3.0 Passenger Car Equivalent

See **Figure 4 -- Intersection Lane Configurations** for a depiction of the lane configurations for the study intersections and **Figures 5A & 5B -- Existing Traffic Volumes** for the morning and afternoon commuter peak hour turning movement counts (in PCE) at the study intersections.

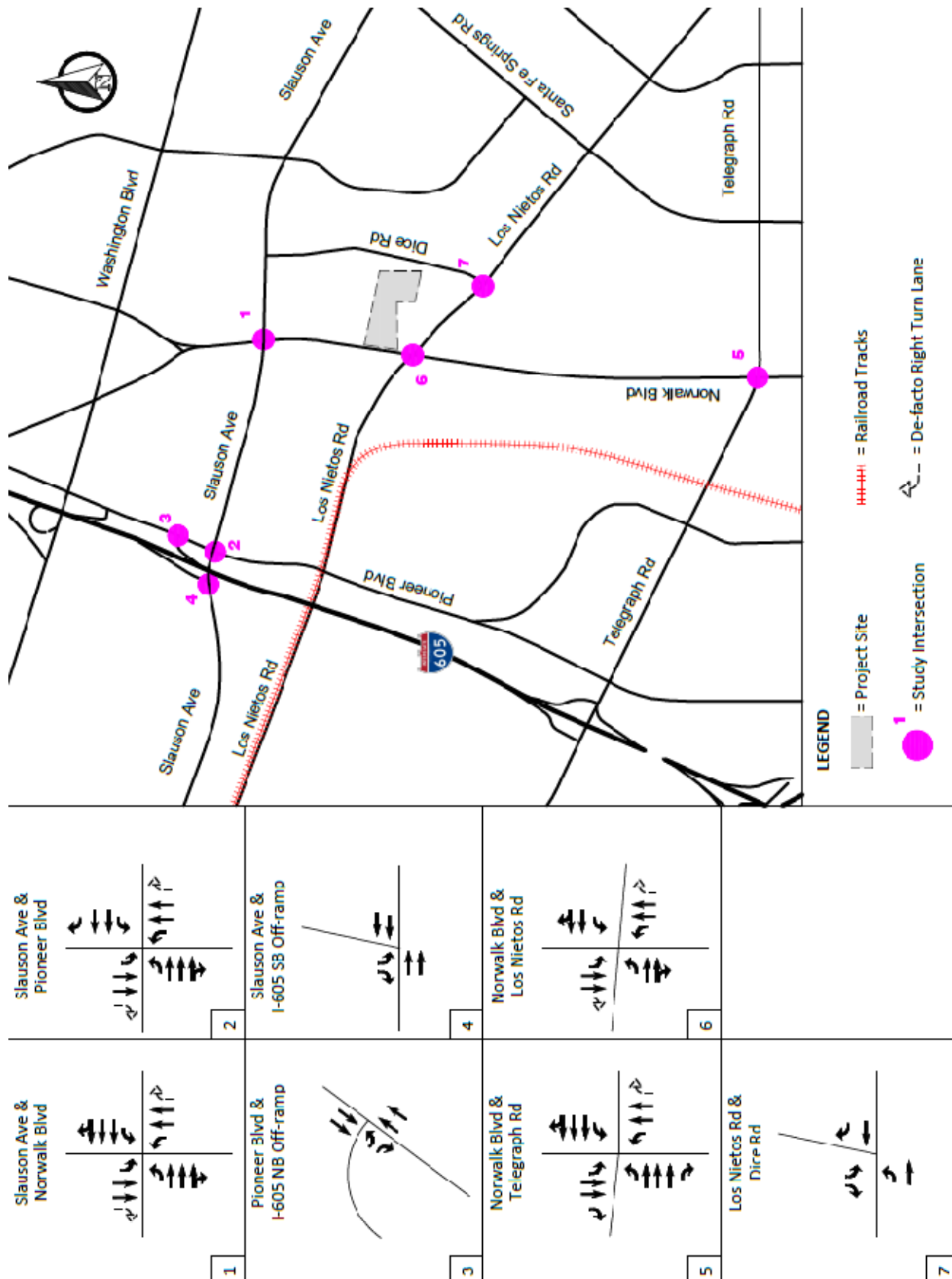


Figure 4: Intersection Lane Configuration

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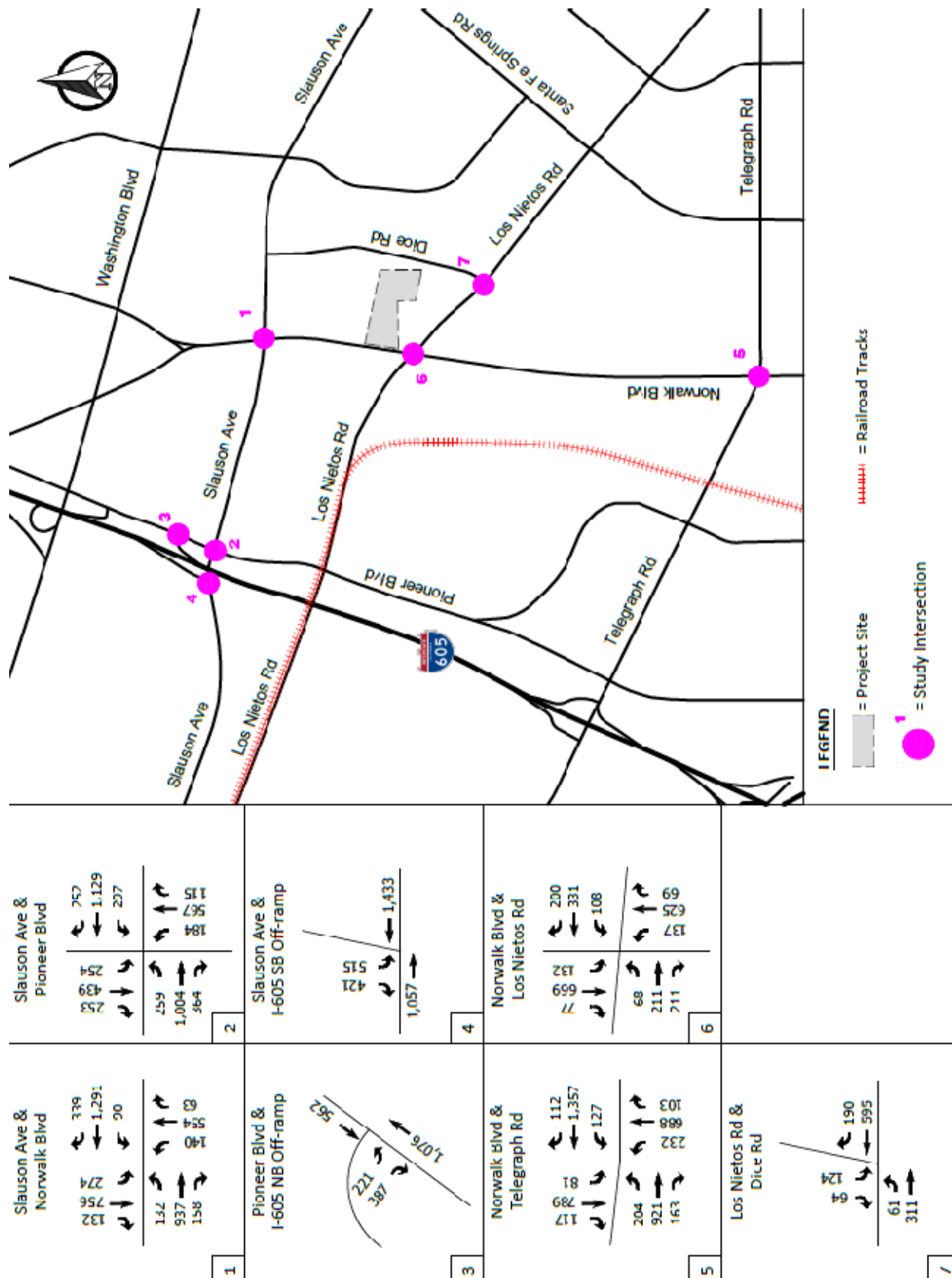


Figure 5A: Existing Turning Movement Counts in PCE (AM Peak Hour)

Figure 5A: Existing Turning Movement Counts (Passenger Car Equivalent) AM PEAK HOUR

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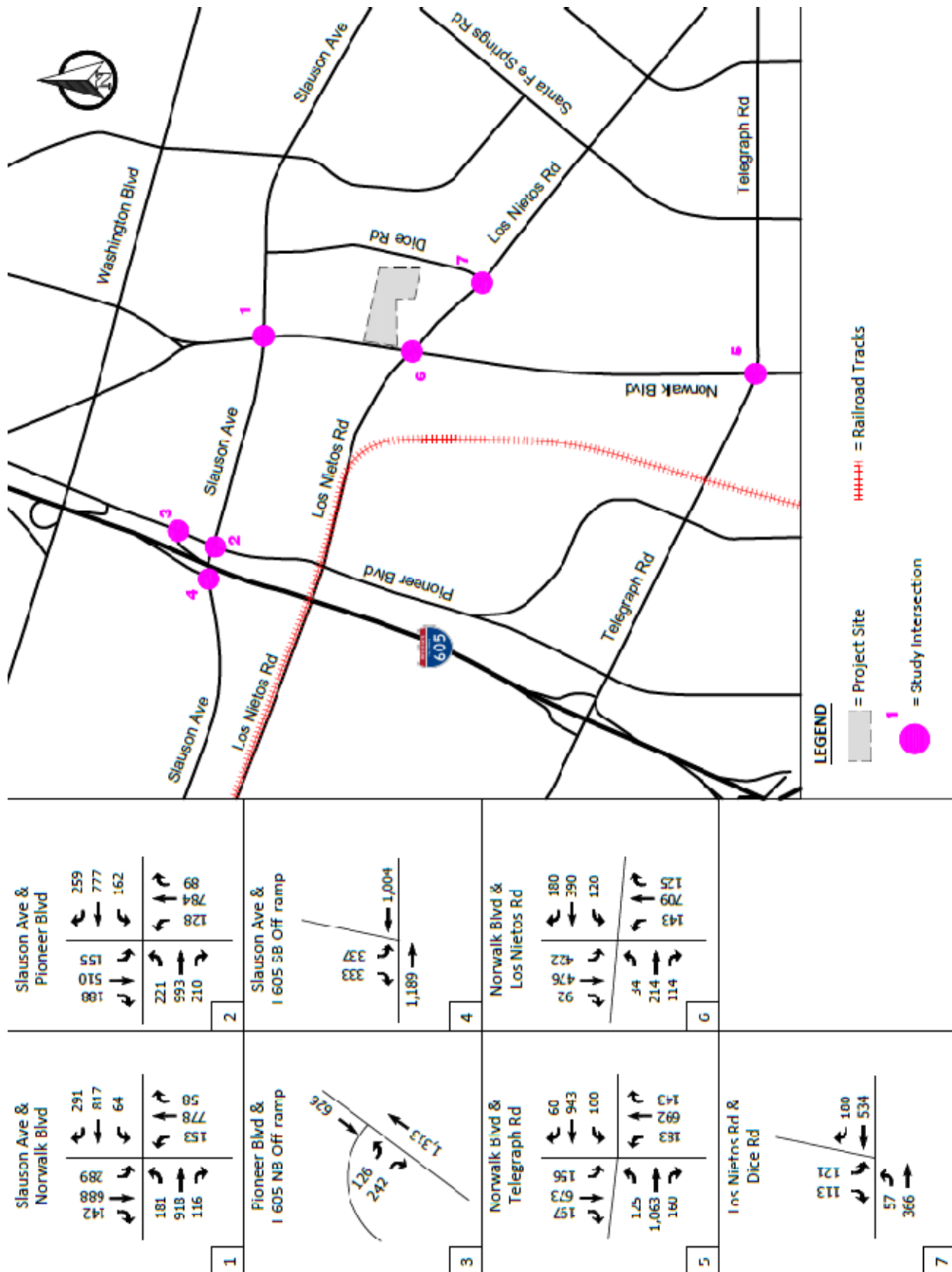


Figure 5B: Existing Turning Movement Counts in PCE (PM Peak Hour)

Figure 5B: Existing Turning Movement Counts (Passenger Car Equivalent) PM PEAK HOUR

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5.0 PROJECT TRAFFIC

The Project consists of the expansion of the existing solid waste transfer/processing center and material recovery facility to increase the solid waste material throughput from 1,500 tons per day to 2,500 tons per day with extended operation hours.

5.1 Project Trip Generation Methodology

In general, trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* would be used to estimate the Project trips. However, the current ITE Trip Generation Manual does not provide trip rates for solid waste processing center.

To estimate the additional number of vehicle trips that would be generated due to the increase in solid waste material throughput from 1,500 tons per day to 2,500 tons per day, existing hourly inbound and outbound vehicle counts were conducted on site for the following vehicle classifications:

1. Employee Vehicles (2 axles)
2. Self-Haul vehicles (2 axles)
3. Collection Trucks (3 axles)
4. Roll-off Trucks (3 axles)
5. Transfer and Commodity Trucks (5 axles)

Shown in **Appendix C** are the current hourly project vehicle trip counts at the existing Project site with 1,500 tons per day throughput. Based on the existing vehicles counts, the tonnage increase in throughput, the capacities of the vehicles, and the proposed material recovery facility and transfer station operations, the hourly distribution of each vehicle classification (employees, self-haul vehicles, collection trucks, roll-off trucks, transfer and commodity trucks) was estimated and shown in **Table 1 -- Hourly Project Vehicle Trip Distribution for 1,000 TPD Increase in Throughput**

TABLE 1
UNIVERSAL WASTE SYSTEMS
HOURLY PROJECT VEHICLE TRIP DISTRIBUTION FOR 1,000 TPD INCREASE IN THROUGHPUT

Hours	PROPOSED (1,000 TPD)												
	Employee Vehicles		Self-Haul Vehicles		Collection Trucks		Roll-Off Trucks		Transfer & Commodity Trucks		Total Vehicle Trips		
	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound	Outbound	Inbound + Outbound
12 - 1 am	0	0	0	0	0	0	0	0	1	1	1	1	2
1 - 2 am	0	0	0	0	0	0	0	0	2	1	2	1	3
2 - 3 am	0	0	0	0	0	0	0	0	2	2	2	2	4
3 - 4 am	0	0	0	0	0	0	0	0	2	2	2	2	4
4 - 5 am	0	0	0	0	0	0	0	0	2	2	2	2	4
5 - 6 am	0	2	1	1	6	5	4	3	2	2	13	13	26
6 - 7 am	2	0	1	1	8	7	4	4	1	2	16	14	30
7 - 8 am	0	0	1	1	8	8	4	4	1	2	14	15	29
8 - 9 am	0	0	1	1	6	6	6	6	1	1	14	14	28
9 - 10 am	0	0	2	2	12	11	6	5	2	1	22	19	41
10 - 11 am	0	0	2	2	12	12	4	5	3	2	21	21	42
11 - 12 pm	0	0	2	2	14	14	4	4	4	3	24	23	47
12 - 1 pm	0	0	2	2	12	12	4	4	3	4	21	22	43
1 - 2 pm	0	2	2	2	10	11	6	6	2	3	20	24	44
2 - 3 pm	2	0	2	2	8	8	8	7	1	2	21	19	40
3 - 4 pm	0	0	1	1	6	7	4	5	1	1	12	14	26
4 - 5 pm	0	0	1	1	5	5	2	2	1	1	9	9	18
5 - 6 pm	0	0	1	1	4	4	2	3	2	1	9	9	18
6 - 7 pm	0	0	1	1	4	4	2	2	1	2	8	9	17
7 - 8 pm	0	0	0	0	0	1	0	0	2	1	2	2	4
8 - 9 p.m.	0	0	0	0	0	0	0	0	2	2	2	2	4
9 - 10 p.m.	0	0	0	0	0	0	0	0	2	2	2	2	4
10 - 11 pm	0	2	0	0	0	0	0	0	2	2	2	4	6
11 -12 am	2	0	0	0	0	0	0	0	2	2	4	2	6
Total Trips	6	6	20	20	115	115	60	60	44	44	245	245	490

1. Employee and self-haul vehicles – 2 axles
2. Collection and roll-off trucks – 3 axles
3. Transfer & Commodity trucks – 5 axles
4. Self-Haul, collection and roll-off vehicles are onsite approximately 10 – 15 minutes.
5. Transfer trucks are onsite for approximately 30 minutes.

To properly evaluate the potential impacts of the Project traffic to the existing roadway system, the estimated vehicles trips in various classifications were converted to Passenger Car Equivalent (PCE) using the following factors:

- Employee and Self-Haul Vehicle = 1.0 Passenger Car Equivalent
- Collection and Roll-off Truck (2-axles) = 2.0 Passenger Car Equivalent
- Transfer and Commodity Truck (5-axles) = 3.0 Passenger Car Equivalent

Shown in **Table 2** is the **Hourly Project Trip Distribution for 1,000 Tons per Day Increase in Throughput in Passenger Car Equivalent (PCE)**.

TABLE 2
UNIVERSAL WASTE SYSTEMS
HOURLY PROJECT TRIP DISTRIBUTION FOR 1,000 TPD INCREASE IN THROUGHPUT
IN PASSENGER CAR EQUIVALENT (PCE)

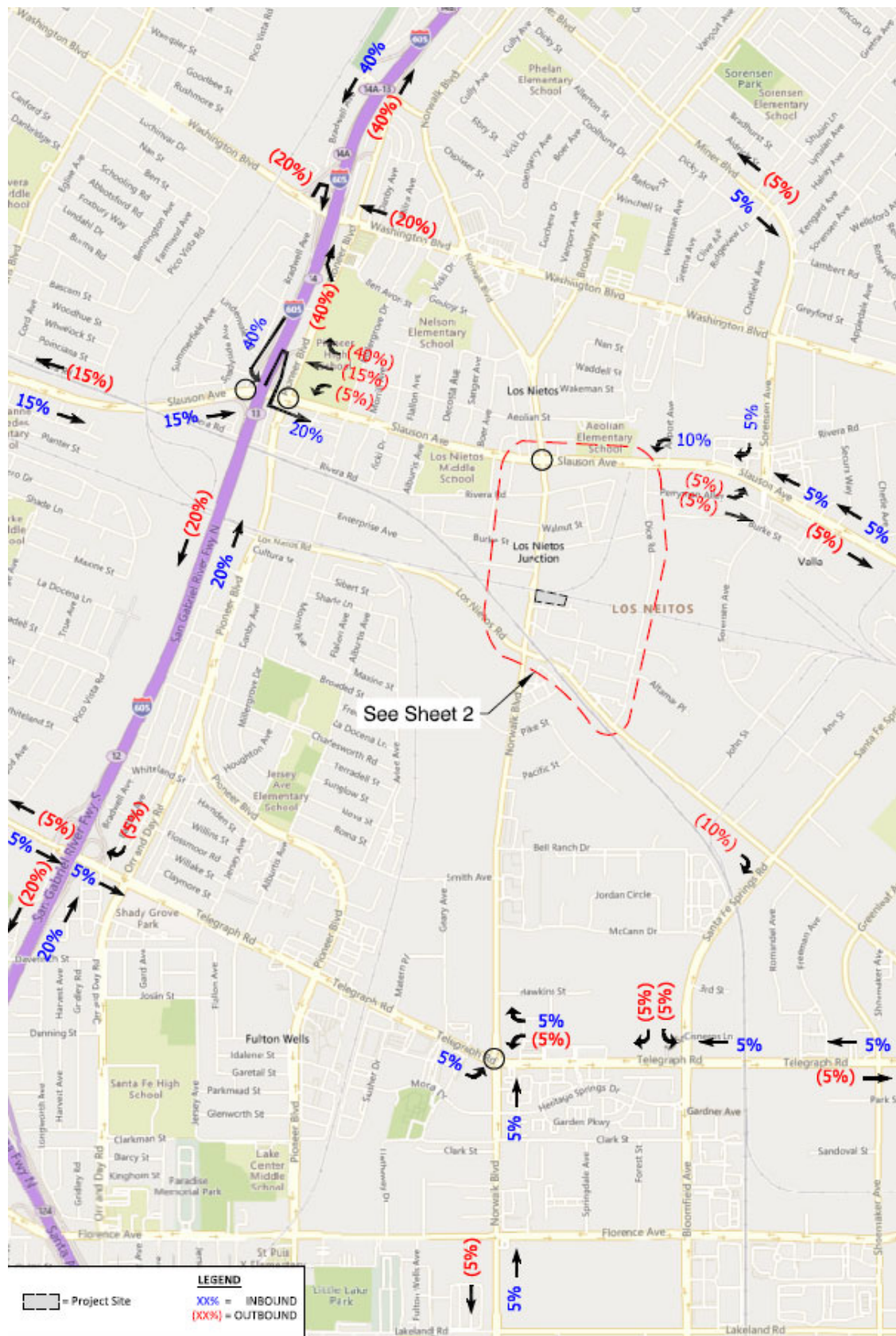
Hours	Employee Vehicles		Self-Haul Vehicles		Collection Trucks		Roll-Off Trucks		Transfer & Commodity Trucks		Total PCE Trips		
	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Inbound PCE	Inbound PCE	Outbound PCE	In + Out PCE
12 - 1 am	0	0	0	0	0	0	0	0	3	3	3	3	6
1 - 2 am	0	0	0	0	0	0	0	0	6	3	6	3	9
2 - 3 am	0	0	0	0	0	0	0	0	6	6	6	6	12
3 - 4 am	0	0	0	0	0	0	0	0	6	6	6	6	12
4 - 5 am	0	0	0	0	0	0	0	0	6	6	6	6	12
5 - 6 am	0	2	1	1	12	10	8	6	6	6	27	25	52
6 - 7 am	2	0	1	1	16	14	8	8	3	6	30	29	59
7 - 8 am	0	0	1	1	16	16	8	8	3	6	28	31	59
8 - 9 am	0	0	1	1	12	12	12	12	3	3	28	28	56
9 - 10 am	0	0	2	2	24	22	12	10	6	3	44	37	81
10 - 11 am	0	0	2	2	24	24	8	10	9	6	43	42	85
11 - 12 pm	0	0	2	2	28	28	8	8	12	9	50	47	97
12 - 1 pm	0	0	2	2	24	24	8	8	9	12	43	46	89
1 - 2 pm	0	2	2	2	20	22	12	12	6	9	40	47	87
2 - 3 pm	2	0	2	2	16	16	16	14	3	6	39	38	77
3 - 4 pm	0	0	1	1	12	14	8	10	3	3	24	28	52
4 - 5 pm	0	0	1	1	10	10	4	4	3	3	18	18	36
5 - 6 pm	0	0	1	1	8	8	4	6	6	3	19	18	37
6 - 7 pm	0	0	1	1	8	8	4	4	3	6	16	19	35
7 - 8 pm	0	0	0	0	0	2	0	0	6	3	6	5	11
8 - 9 p.m.	0	0	0	0	0	0	0	0	6	6	6	6	12
9 - 10 p.m.	0	0	0	0	0	0	0	0	6	6	6	6	12
10 - 11 pm	0	2	0	0	0	0	0	0	6	6	6	8	14
11 -12 am	2	0	0	0	0	0	0	0	6	6	8	6	14
Total Trips	6	6	20	20	230	230	120	120	132	132	508	508	1,016

1. Employee and self-haul vehicles – 2 axles
2. Collection and roll-off trucks – 3 axles
3. Transfer & Commodity trucks – 5 axles
4. Self-Haul, collection and roll-off vehicles are onsite approximately 10 – 15 minutes.
5. Transfer trucks are onsite for approximately 30 minutes.

As shown in the table above, the Project is estimated to generate approximately 1,016 daily PCE trips, 59 PCE trips (28 inbound and 31 outbound) during the morning commuter peak hour (7 to 8 am), and 37 PCE trips (19 inbound and 18 outbound) during the afternoon commuter peak hour (5 to 6 pm).

5.2 Geographical Project Trip Distribution & Assignment

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of Project trips is based on the functional classifications of streets in the vicinity, the magnitude of traffic volumes, the origins and destinations of Project trips, local knowledge of the roadway network and inputs from the Project applicant. The estimated geographical Project trip distribution are shown in **Figures 6A and 6B -- Geographical Project Trip Distribution**.





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Figure 6B: MRF Santa Fe Springs PTD Sheet 2

Figure 6: Geographical Project Trip Distribution

Based on the Project trip generation shown in Table 2 and the geographical trip distribution in Figure 6, a proposed study area for the traffic impact study was derived. The Project trips in PCE's during the AM and PM commuter peak hours were assigned to the street network around the Project site. Shown in ***Figures 7A & 7B -- Project Trip Assignment (AM & PM Peak Hour)*** are the Project trips in PCE's assigned to the 7 study intersections during the morning and afternoon commuter peak hours.

Shown in ***Figures 8A & 8B*** are the ***Existing Plus Project Traffic Volumes (AM & PM Peak Hour)***.

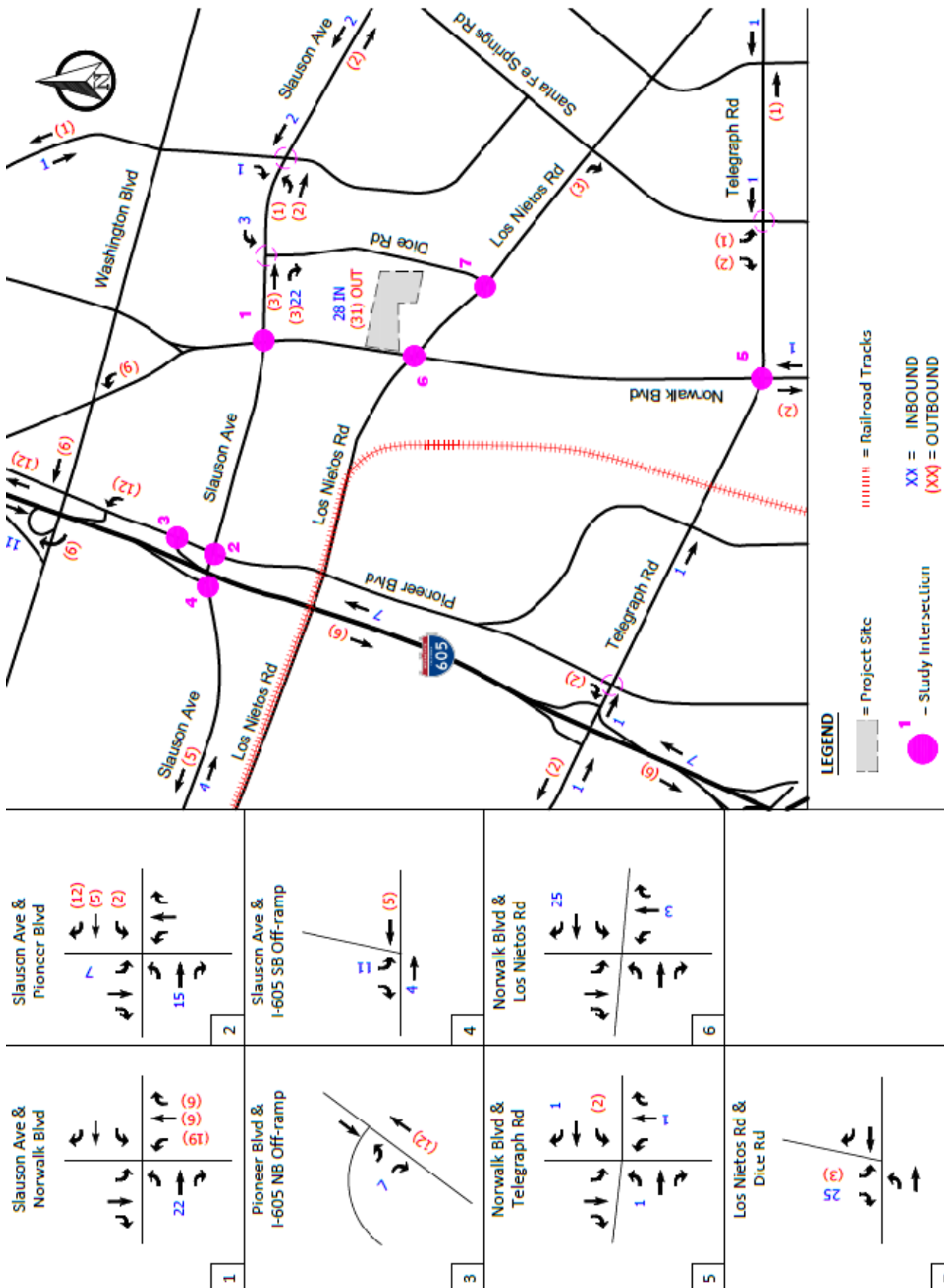


Figure 7A: Project Trip Assignment (AM Peak Hour)

Figure 7A: Project Trip Assignment (Passenger Car Equivalent) AM PEAK HOUR

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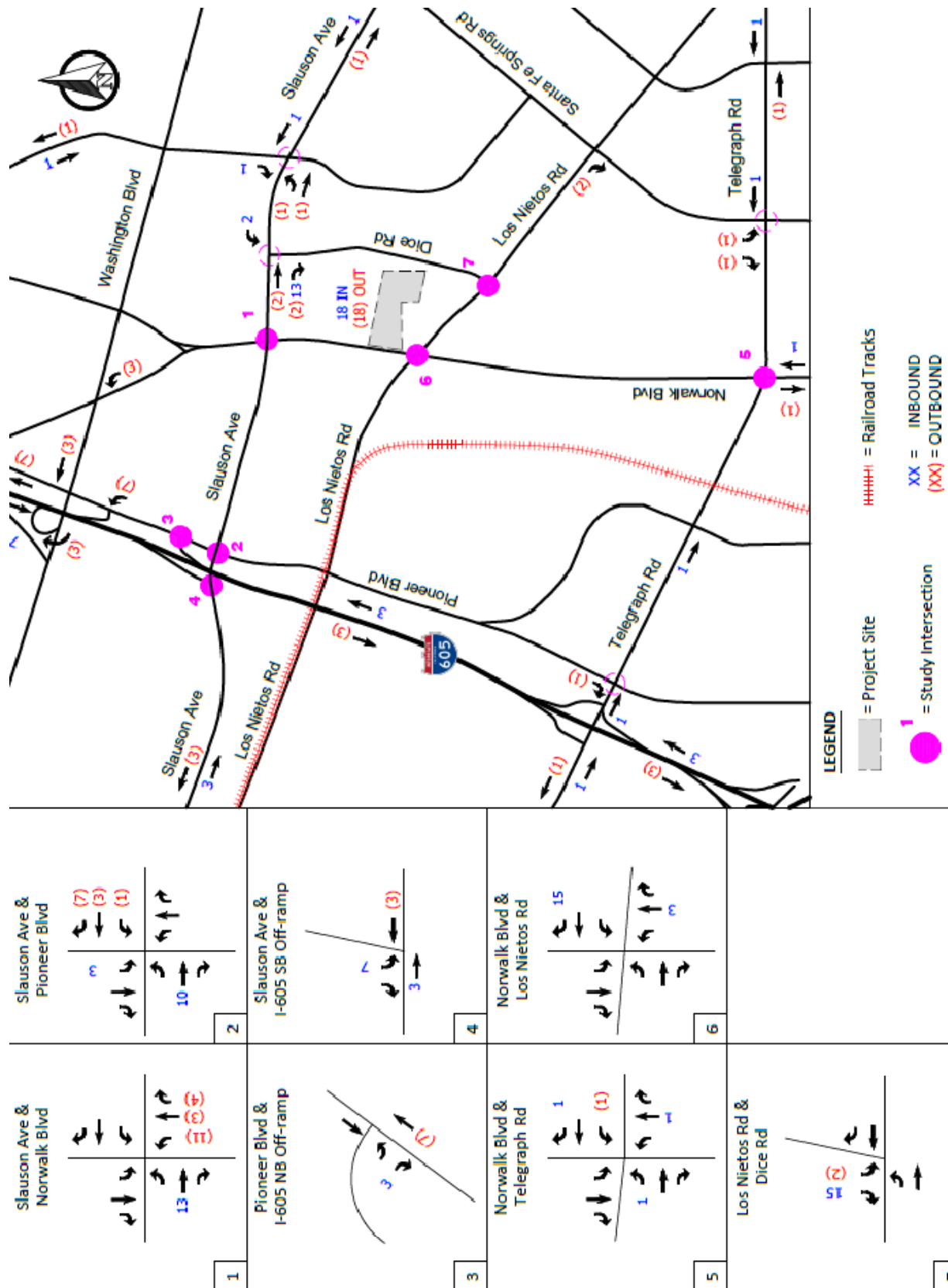


Figure 7B: Project Trip Assignment (PM Peak Hour)

Figure 7B: Project Trip Assignment (Passenger Car Equivalent) PM PEAK HOUR

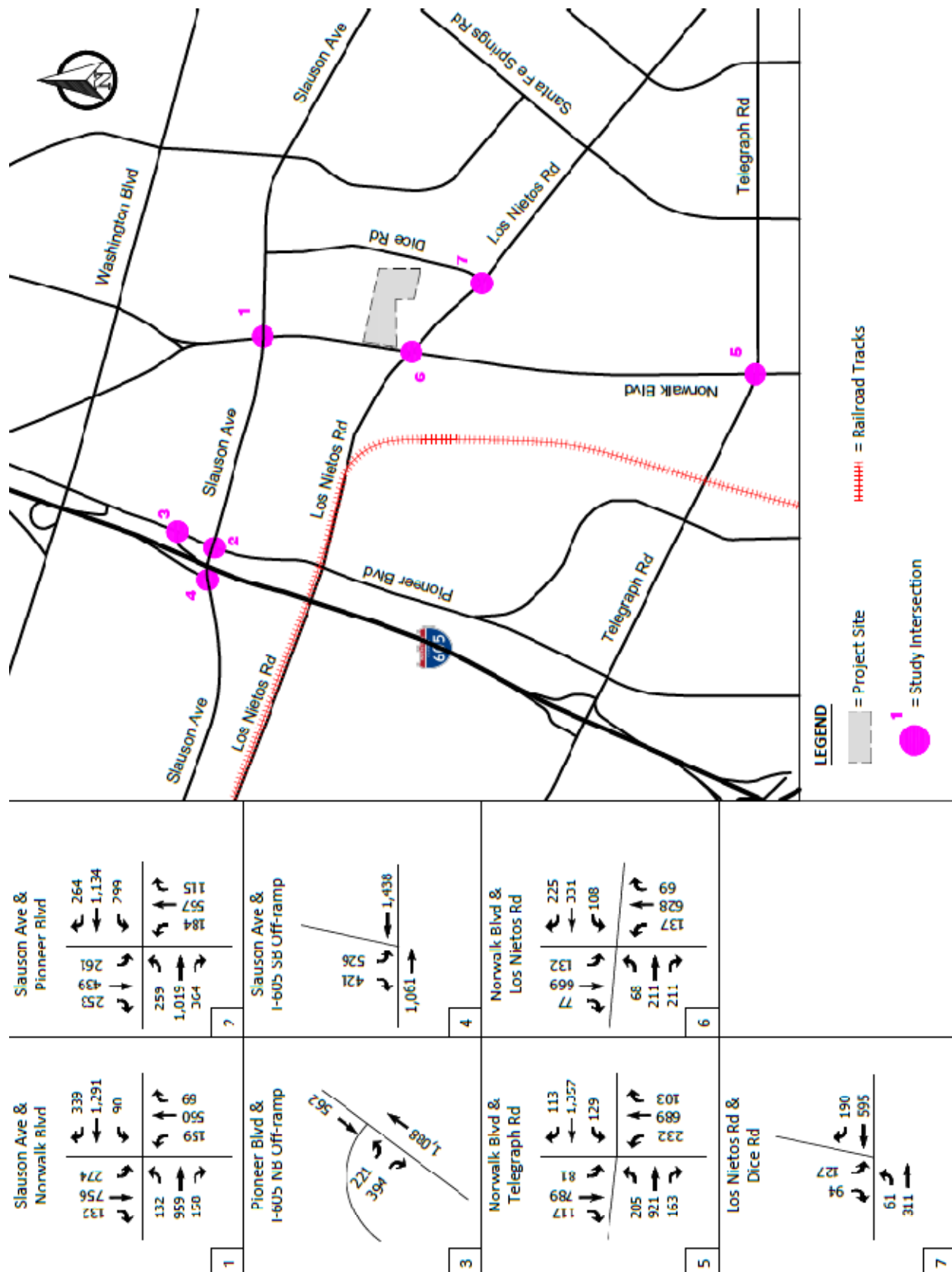


Figure 8A: Existing Plus Project Traffic Volumes (AM Peak Hour)

Figure 8A: Existing Plus Project Traffic Volumes AM PEAK HOUR

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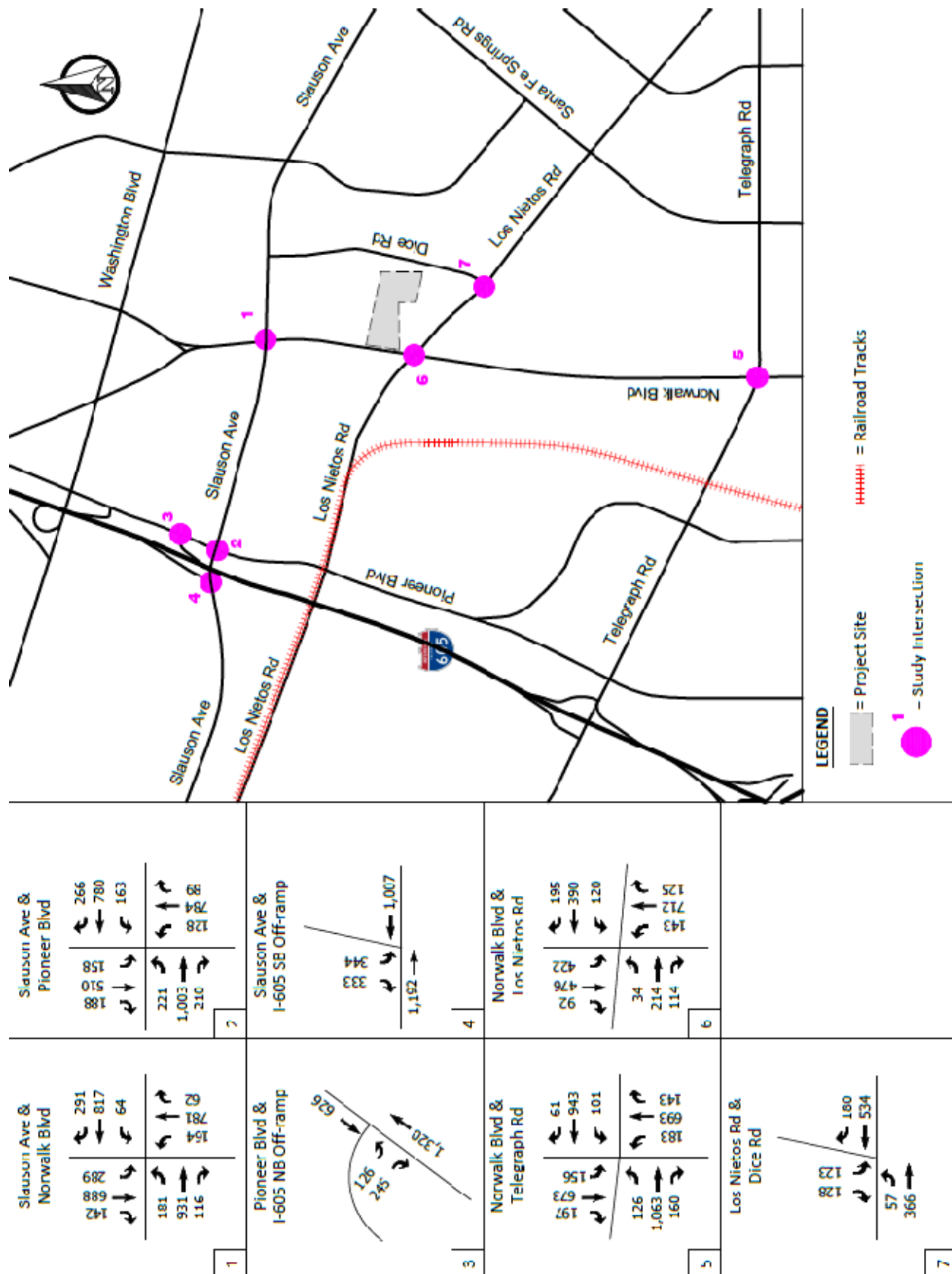


Figure 8B: Existing Plus Project Traffic Volumes (PM Peak Hour)

Figure 8B: Existing Plus Project Traffic Volumes PM PEAK HOUR

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6.0 RELATED PROJECTS & AMBIENT TRAFFIC GROWTH

In general, future peak hour traffic projections for the study intersections are estimated to include future growth due to other related projects in the vicinity of the Project site and ambient traffic growth. According to the City of Santa Fe Springs, Planning Department, there is no other related project within half a mile radius of the Project site.

The ambient traffic growth accounts for projects that will occur in the future, but are not yet know, and the general growth in traffic generated by existing developments. An ambient background traffic growth rate of 1 % per year was applied to the existing traffic volumes in this study, and the growth rate was approved by the City of Santa Fe Springs. The opening year of the proposed project is estimated to be 2025, thus a 2% ambient growth rate was applied to the existing 2023 traffic counts.

Shown in **Figures 9A & 9B** are the ***Opening Year (2025) Without Project Traffic Volumes (AM & PM Peak Hour)***. In **Figures 10A & 10B** are the ***Opening Year (2025) With Project Traffic Volumes (AM & PM Peak Hour)***.

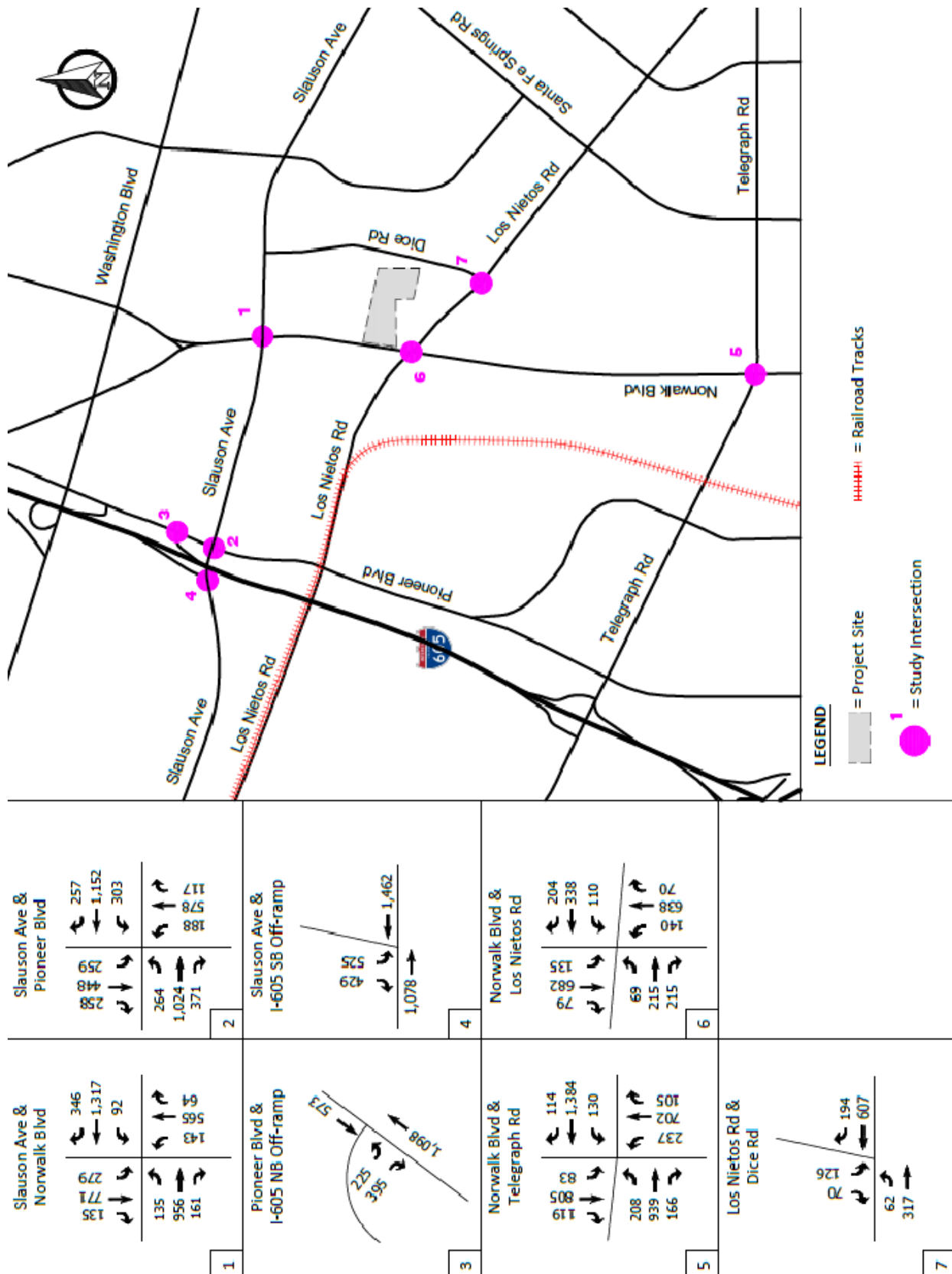


Figure 9A: Opening Year (2025) Without Project Traffic Volumes (AM Peak Hour)

Figure 9A: Operating Year (2025) Without Project Traffic Volumes AM PEAK HOUR

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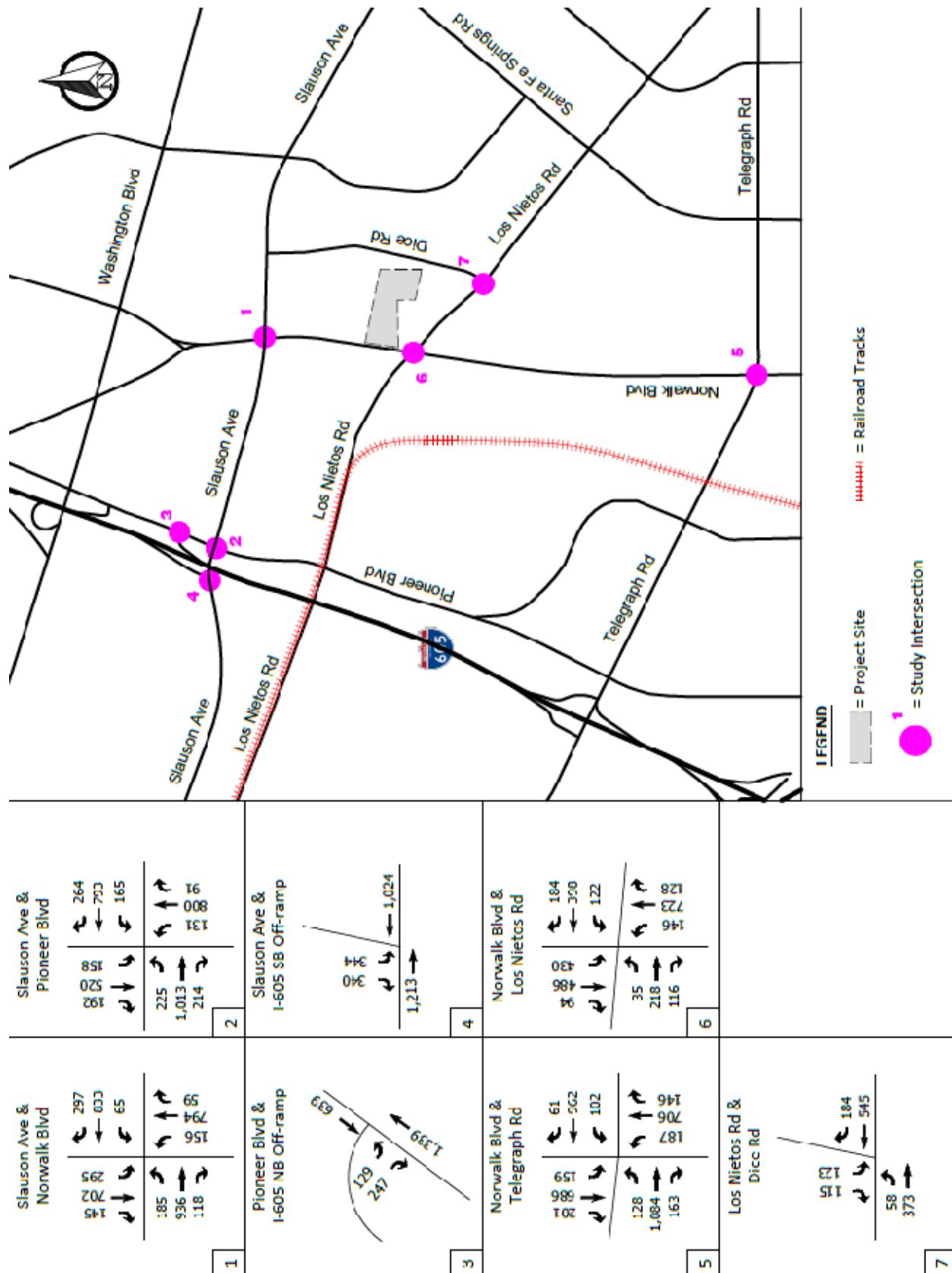


Figure 9B: Opening Year (2025) Without Project Traffic Volumes (PM Peak Hour)

Figure 9D: Operating Year (2025) Without Project Traffic Volumes PM PLAK I IOUR

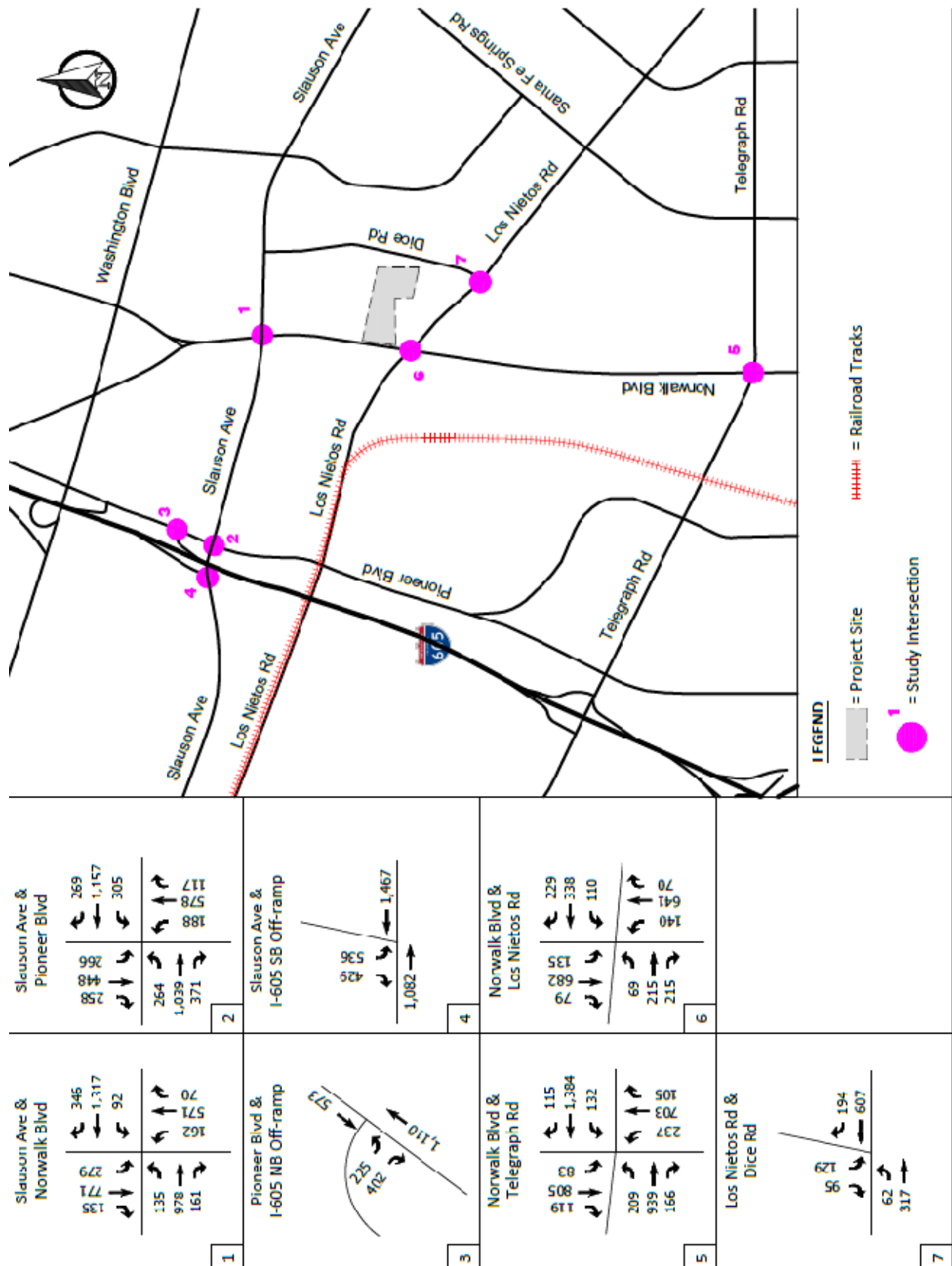


Figure 10A: Opening Year (2025) With Project Traffic Volumes (AM Peak Hour)

Figure 10A: Operating Year (2025) With Project Traffic Volumes AM PEAK HOUR

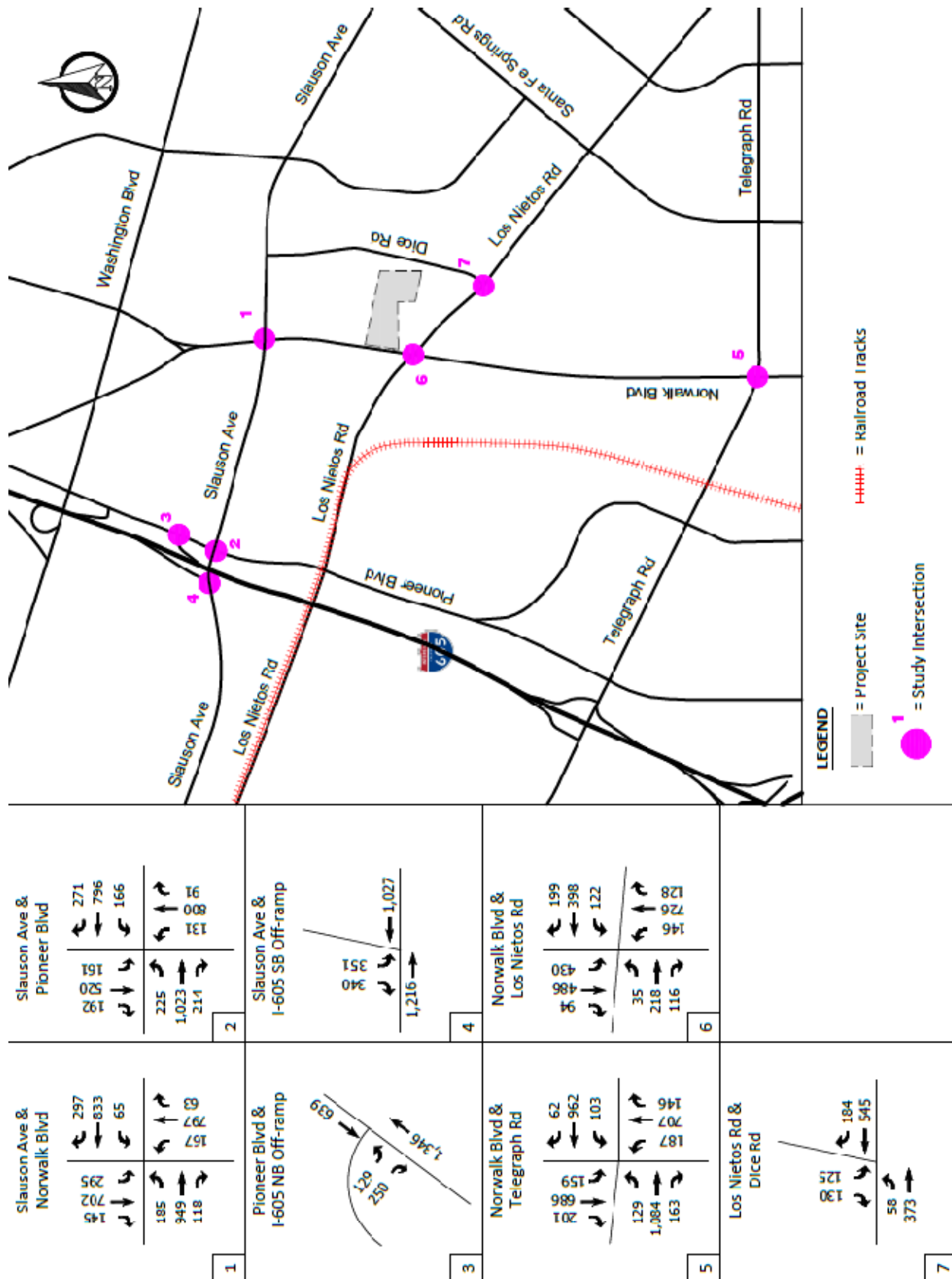


Figure 10B: Opening Year (2025) With Project Traffic Volumes (PM Peak Hour)

Figure 10B: Operating Year (2025) With Project Traffic Volumes PM PEAK HOUR

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7.0 TRAFFIC IMPACT ANALYSIS

Intersection capacity analyses were conducted for the 7 study intersections. The intersection Levels of Service (LOS) and the volume/capacity (v/c) ratios (for signalized intersections) and the average control delay (for STOP-controlled intersections) during the A.M. and P.M. peak hours were calculated for each of the following scenarios:

1. Existing Traffic Condition
2. Existing Plus Project Traffic Condition
3. Opening Year (2025) without Project Traffic Conditions (Existing plus ambient growth)
4. Opening Year (2025) with Project Traffic Conditions

Level of Service varies from at best LOS A (free flow/excellent) to at worst LOS of F (stop-and-go/failure). See **Appendix D** for a detailed description of the various levels of services.

7.1 Thresholds of Significance

The City of Santa Fe Springs follows the County of Los Angeles' significance criteria to determine if a project would cause a significant traffic impact. The thresholds for signalized intersections are as follows:

County of Los Angeles		
Signalized Intersection Impact Threshold Criteria		
Final v/c	Level of Service	Project-Related Increase in v/c
>0.701-.800	C	Equal to or greater than 0.040
>0.801-.900	D	Equal to or greater than 0.020
>0.901-1.00	E	Equal to or greater than 0.010
>1.000	F	Equal to or greater than 0.010

Source: Los Angeles County Traffic Impact Analysis Report Guidelines.

7.2 Existing Traffic Condition

Shown in **Table 3 -- Existing Traffic Condition** are the list of study intersections and their corresponding Levels of Service, V/C ratios and average control delays under the existing condition.

Table 3: Existing Traffic Condition

Study Intersection		Existing Traffic Condition			
		AM Peak		PM Peak	
		V/C (Delay)	LOS	V/C (Delay)	LOS
1	Slauson Ave & Norwalk Blvd	0.866	D	0.868	D
2	Slauson Ave & Pioneer Blvd	0.951	E	0.823	D
3	Pioneer Blvd. & I-605 NB Off-Ramp	(57.74 sec)	F	(37.7 sec)	E
4	Slauson Ave & I-605 SB Off-Ramp	0.870	D	0.682	B
5	Norwalk Blvd & Telegraph Rd	0.925	E	0.712	C
6	Norwalk Blvd & Los Nietos Rd	0.603	B	0.785	C
7	Los Nietos Rd & Dice Rd	(15.81 sec)	C	(14.3 sec)	B

As shown in Table 3 above, under the Existing Condition, during the morning peak hour, the intersections of Slauson Avenue/Pioneer Boulevard and Norwalk Boulevard/Telegraph Road operate at LOS E, and the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp operates at LOS F. During the afternoon peak hour, the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp operates at LOS E. Other study intersections operate at LOS D or better.

7.3 Existing Plus Project Traffic Condition

Shown in **Table 4 -- Existing and Existing Plus Project Traffic Conditions** is a comparison of the existing and existing plus Project traffic conditions with their Levels of Service, V/C ratios and average control delays under both conditions.

Table 4: Existing and Existing Plus Project Traffic Conditions

Study Intersections		Existing Condition				Existing Plus Project Condition							
		AM Peak		PM Peak		AM Peak				PM Peak			
		V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	Change in V/C (Delay)	Significant Impact	V/C (Delay)	LOS	Change in V/C (Delay)	Significant Impact
1	Slauson Ave & Norwalk Blvd	0.866	D	0.868	D	0.868	D	0.002	no	0.869	D	0.001	no
2	Slauson Ave & Pioneer Blvd	0.951	E	0.823	D	0.957	E	0.006	no	0.826	D	0.003	no
3	Pioneer Blvd & I-605 NB Off-Ramp	(57.74 sec)	F	(37.7 sec)	E	(58.68 sec)	F	(0.94 sec)	no	(37.91 sec)	E	(0.21 sec)	no
4	Slauson Ave & I-605 SB Off-Ramp	0.870	D	0.682	B	0.878	D	0.008	no	0.688	B	0.006	no
5	Norwalk Blvd & Telegraph Rd	0.925	E	0.712	C	0.926	E	0.001	no	0.713	C	0.001	no
6	Norwalk Blvd & Los Nietos Rd	0.603	B	0.785	C	0.611	B	0.008	no	0.790	C	0.005	no
7	Los Nietos Rd & Dice Rd	(15.81 sec)	C	(14.3 sec)	B	(15.46 sec)	C	-(0.35 sec)	no	(14.23 sec)	B	-(0.07 sec)	no

As shown in Table 4 above, under the Existing Plus Project Condition, during the morning peak hour, the intersections of Slauson Avenue/Pioneer Boulevard and Norwalk Boulevard/Telegraph Road will continue to operate at LOS E, and the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS F. During the afternoon peak hour, the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS E. However, the changes in V/C ratios for the signalized intersections do not exceed the thresholds for significant impact, and the changes in

average control delays for the stop-controlled intersections are less than one second and therefore the impacts are not significant. Other study intersections will operate at LOS D or better.

For the study intersection of Los Nietos Road and Dice Road, the overall average control delays for the minor street approach actually decrease slightly with the addition of Project traffic. This is due to the fact that the vast majority of Project trips (85%) through this intersection are inbound right-turn trips from Dice Road onto Los Nietos, which can be made rather easily given the relatively low conflicting trips on westbound Los Nietos. As a result, the average control delay for this minor street approach will decrease overall as more trips will be made with relatively low delays.

7.4 Operating Year 2025 Traffic Conditions

Shown in **Table 5 – Year 2025 Without and With Project Traffic Conditions** is a comparison of the opening year 2025 without and with Project traffic conditions with their Levels of Service, V/C ratios and average control delays under both conditions.

Table 5: Year 2025 Without and With Project Traffic Conditions

Study Intersections	Year 2025 Without Project				Year 2025 with Project							
	AM Peak		PM Peak		AM Peak				PM Peak			
	V/C (Delay)	LOS	V/C (Delay)	LOS	V/C (Delay)	LOS	Change in V/C (Delay)	Significant Impact	V/C (Delay)	LOS	Change in V/C (Delay)	Significant Impact
1 Slauson Ave & Norwalk Blvd	0.882	D	0.884	D	0.884	D	0.002	no	0.884	D	0.000	no
2 Slauson Ave & Pioneer Blvd	0.968	E	0.837	D	0.973	E	0.005	no	0.840	D	0.003	no
3 Pioneer Blvd & I-605 NB Off-Ramp	(65.17 sec) F		(42.21 sec) E		(66.19 sec) F		(1.02 sec)	no	(42.46 sec) E		(0.25 sec)	no
4 Slauson Ave & I-605 SB Off-Ramp	0.885	D	0.694	B	0.893	D	0.008	no	0.699	B	0.005	no
5 Norwalk Blvd & Telegraph Rd	0.942	E	0.724	C	0.943	E	0.001	no	0.725	C	0.001	no
6 Norwalk Blvd & Los Nietos Rd	0.613	B	0.798	C	0.621	B	0.008	no	0.804	D	0.006	no
7 Los Nietos Rd & Dice Rd	(16.13 sec) C		(14.53 sec) B		(15.77 sec) C		-(0.36 sec)	no	(14.46 sec) B		-(0.07 sec)	no

As shown in Table 5 above, under the Year 2025 Without Project Condition, during the morning peak hour, the intersections of Slauson Avenue/Pioneer Boulevard and Norwalk Boulevard/Telegraph Road will continue to operate at LOS E, and the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS F. During the afternoon peak hour, the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS E.

Under the Year 2025 With Project Condition, during the morning peak hour, the intersections of Slauson Avenue/Pioneer Boulevard and Norwalk Boulevard/Telegraph Road will continue to operate at LOS E, and the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS F. During the afternoon peak hour, the intersection of Pioneer Boulevard/I-605 Freeway northbound off-ramp will continue to operate at LOS E. However, the changes in V/C ratios do not exceed the thresholds for significant impact, and the changes in average control delays for the stop-controlled intersections are

about 1 second or less and therefore the impacts are not significant. Other study intersections will operate at LOS D or better.

For the study intersection of Los Nietos Road and Dice Road, the overall average control delays for the minor street approach actually decrease slightly with the addition of Project traffic. This is due to the fact that the vast majority of Project trips (85%) through this intersection are inbound right-turn trips from Dice Road onto Los Nietos, which can be made rather easily given the relatively low conflicting trips on westbound Los Nietos. As a result, the average control delay for this minor street approach will decrease overall as more trips will be made with relatively low delays.

Other study intersections will operate at LOS D or better.

The intersection capacity analyses for all 4 study scenarios are included in **Appendix E**. Overall, as shown in Tables 4 and 5, based on the Los Angeles County's criteria, there are no significant impacts at the 7 study intersections due to the addition of the project for any of the listed scenarios.

8.0 PROJECT DRIVEWAY OPERATIONS

At the request of the City of Santa Fe Springs, City Traffic Engineer, JB & Associates has conducted an investigation of the existing Project driveway operations on Norwalk Boulevard. The two Project driveways are currently restricted to right-turn inbound and right-turn outbound movements only. All left-turn movements to and from Norwalk Boulevard are prohibited at both driveways. The turning restrictions will remain the same for the proposed Project.

The City wants to be assured that after the Project expansion, there will be no congestion at the Project driveways creating a northbound queue on Norwalk Boulevard that would extend southerly beyond the railroad crossing.

On Thursday, April 20, 2023, JB & Associates personnel conducted field observations of the Project driveways and Norwalk Boulevard in front of the Project during the morning and afternoon commuter peak periods.

Based on our study, there was no congestion or queueing south of the Project driveways on the day of the survey. All vehicles enter and exit the driveways in an orderly and expeditious manner without delay. In addition, there is a vehicle storage reservoir of about 275' on site beyond the southerly entrance. Therefore, the expansion of the Project is not expected to create any queueing of Project traffic on Norwalk Boulevard.

However, the field observation does reveal that southbound traffic on Norwalk Boulevard is busy during the morning peak period. Heavy traffic queue in the southbound direction starts to develop around 7:20 am and will last until 8:30 am. At times, the southbound queue will extend beyond the railroad crossing to the north of the Project site, especially with the arrival of a train at the other railroad crossing to the south. During the afternoon peak period between 6:15 pm and 6:50 pm, the southbound traffic is also heavy but is less severe than the morning peak.

There is also a traffic queue in the northbound direction whenever a train arrives at the railroad crossing north of the Project site. However, the queue does not extend beyond the Project site and does not affect the operation of the railroad crossing to the south.

In addition, it was also noticed that on occasions, there are illegal left-turn movements being made in and out of the Project site. To encourage compliance with the left-turn restrictions and to enhance traffic safety, it is recommended that the existing signing and striping on Norwalk Boulevard in front of the Project site be modified as shown in **Figure 11 – Schematic Signing and Striping Modifications**, in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD) standards.

In conclusion, the expansion of the Project will not affect the current operation of the railroad crossings to the south and north of the Project site.

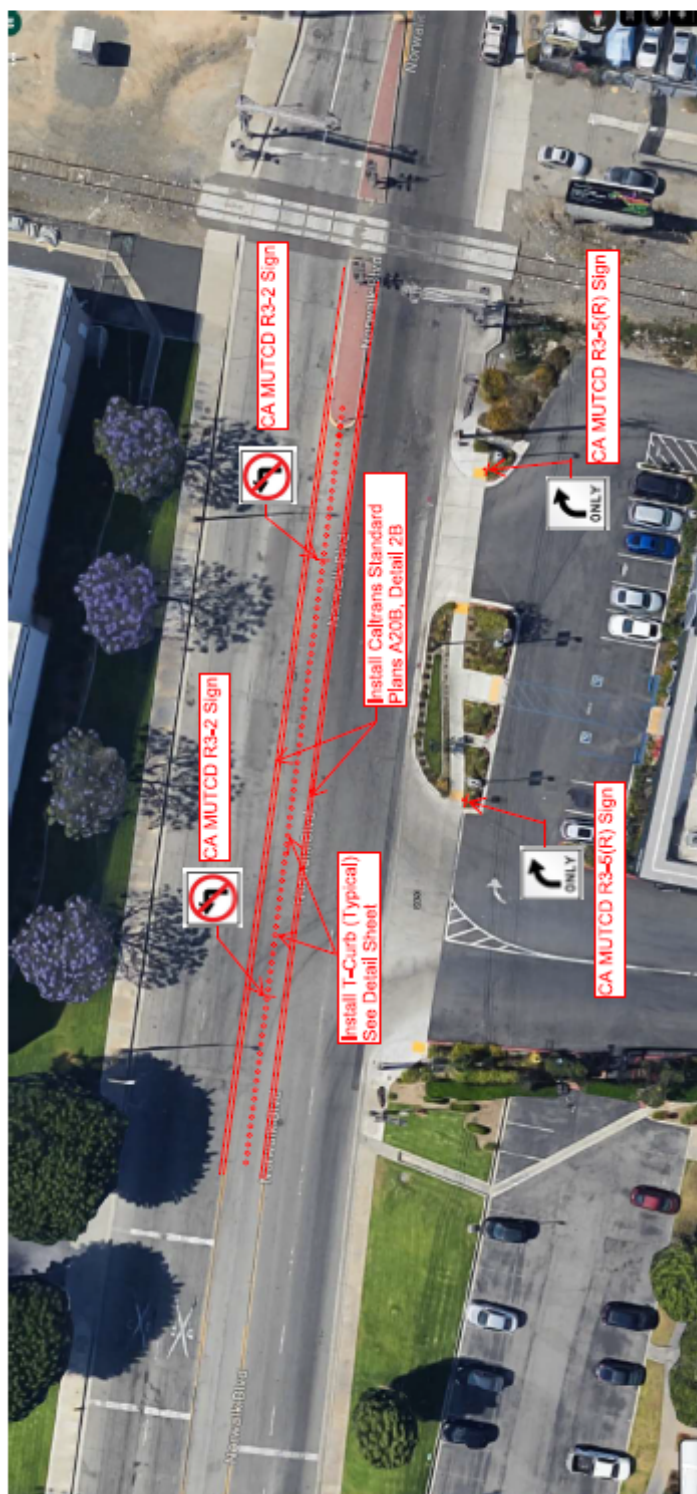
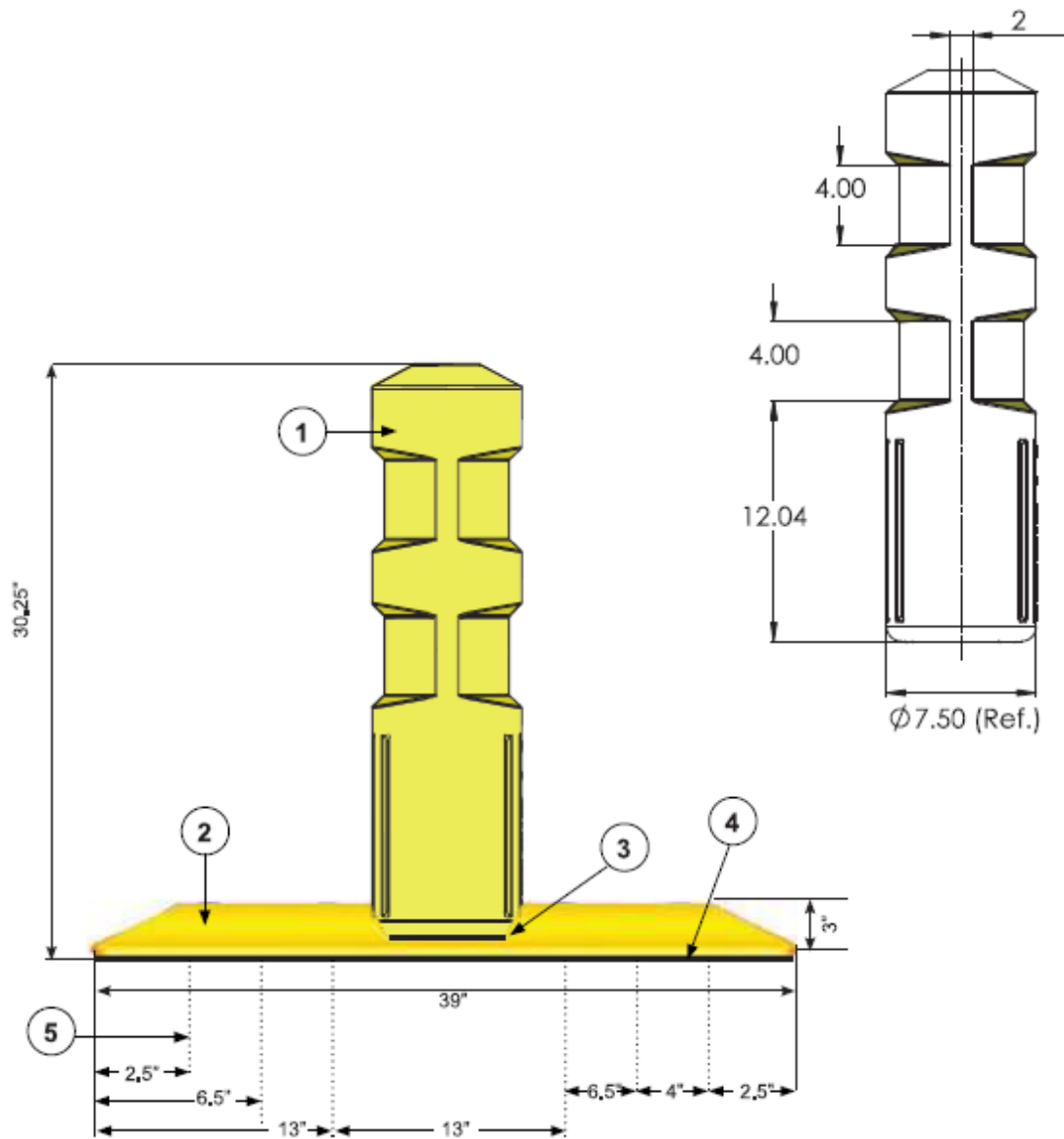


FIGURE 11
Norwalk Boulevard
Schematic Signing and Striping Modifications
9010-9030 Norwalk Boulevard, Santa Fe Springs, CA 90670

Figure 11: Schematic Signing and Striping Modifications



NOTE:

Part Number 4A-0400NP-C1P-(COLOR)
includes the following individual parts

INDIVIDUAL UNIT PART SPECIFICATIONS

DESCRIPTION	Part #
1, K71 FLEXIBLE MARKER POST	4A-0400-Color (White or Yellow)
2, CHANNELIZER (with Neoprene Attached)	4A-12239NP-YK71 (White or Yellow)
3, K71 ANCHOR PLATE	4A-0400-K71EV-HDW
4, NEOPRENE GRIP PAD	4A-12239NP
5, ANCHOR HOLES X6	

DESCRIPTION		VERSION	
WHICH INDICATED GENERAL DIMENSIONS AND TOLERANCES		1A	
INCHES			
		T-CURB 30 INCH K71 FLEXIBLE POST WITH CHANNELIZER MOUNTING PLATE AND NEOPRENE PAD	
4A-0400NP-C1P-(COLOR)			
DATE	04/04/2017	SCALE	1:1
DESIGNER	W. J. J. J.	CHECKED	W. J. J. J.
The information here is the property of US Reflector and shall not be disclosed, copied or used otherwise without the express written approval of US Reflector.			
US Reflector is a registered trademark.			

9.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

In reference to the Vehicle Miles Traveled (VMT) Analysis , the Project's Initial Study & Mitigated Negative Declaration (CUP No. 733 Amendment) Universal Wastes Systems Inc., dated October 16, 2022, *Analysis of Environmental Impacts Page 75 Section B* "determined that no further VMT analysis is required for the proposed project as outline below:

- "B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Less Than Significant Impact.

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).⁷⁷ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (OPR Technical Advisory) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in Vehicles Miles Traveled (VMT). For the purpose of environmental review under CEQA, the City of Santa Fe Springs has established criteria for transportation impacts based on Vehicles Miles Traveled (VMT) for land use projects and plans which is generally consistent with the recommendations provided by OPR in the Technical Advisory. Public agencies traditionally have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR's Technical Advisory, the City of Santa Fe Springs has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips;
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of existing bus service with a frequency of service interval of 15 minutes or less during morning and evening peak hours);
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center;
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.;
- Residential projects with 100 percent affordable housing;
- Community institutions project (public library, fire station, local government);
- Local-serving hotels (e.g., non-destination hotels);
- Local-serving assembly uses (places of worship, community organizations);
- Public parking garages and parking lots;

- Assisted living or senior housing projects; and,
- Affordable, supportive, or transitional housing projects.

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of at least one criterion is sufficient for screening purposes. Therefore, the proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed project. Therefore, the potential impacts are considered to be less than significant.”

10.0 CONCLUSION

This traffic impact study evaluated the additional trips (in PCE) generated by the proposed expansion of the existing solid waste transfer/processing center and material recovery facility from 1,500 tons per day to 2,500 tons per day. The Project is estimate to generate 1,016 PCE trips daily, 59 PCE trips during the morning commuter peak hour, and 37 PCE trips during the afternoon commuter peak hour. To evaluate the traffic impacts to be generated by the Project, 7 study intersections were analyzed. Current traffic counts were obtained at the study locations and the Level of Service (LOS) of these intersections were evaluated under the following scenarios:

1. Existing Traffic Condition
2. Existing Plus Project Traffic Condition
3. Opening Year (2025) without Project Traffic Conditions (Existing plus ambient growth)
4. Opening Year (2025) with Project Traffic Conditions

Based on the significance traffic criteria of the County of Los Angeles, none of the 7 study intersections would be significantly impacted as a result of the Project expansion.

Appendix A

SCOPE FOR TRAFFIC STUDY

Project Name: Universal Waste Systems Material Recovery Facility, Santa Fe Springs

Project Address:	9010 - 9030 Norwalk Boulevard, Santa Fe Spring, California		
Project Description:	1. Expansion of existing solid waste transfer/processing and material recovery facility. Increase facility solid waste material throughput from 1,500 tons per day to 2,500 tons per day. 2. Extend operation hours to the public from 7 AM-7 PM Mon thru Sat to 6 AM-10 PM Mon thru Sat. Extend operation hours for the facility from 6 AM-10 PM Mon thru Sat to 5 AM-10 PM Mon thru Sat.		
City:	Santa Fe Springs, California		
Project Buildout Year:	2025	Ambient Growth Rate per Year:	1%
Closest Intersection to the Project			
N/S Street Name:	Norwalk Boulevard		
E/W Street Name:	Los Nietos Road		

	Engineer	Developer Representative
Company:	Jano Baghdanian & Associates	Universal Waste Systems Company
Name:	Jano Baghdanian, PE, TE	David Fahrion
Address:	833 Americana Way, Suite 505	9016 Norwalk Boulevard
City, State, Zip Code:	Glendale, CA 91210	Santa Fe Springs, CA 90670
Phone #:	(818)694-2880	(714)323-2194
Fax #:	(818)888-4541	
Email:	jano@jbatraffic.com	davidf@uwscompany.com

By: Jano Baghdanian Reviewed By: _____

Print Name: Jano Baghdanian, PE, TE Print Name: _____
 Consultant/Developer's Date Public Agency Representative Date
 Representative

Project Trip Generation:

To estimate the additional number of vehicle trips that would be generated due to the increase in solid waste material throughput from 1,500 tons per day to 2,500 tons per day, hourly distribution of vehicle trips of different vehicle classifications (employees, self-haul vehicles, collection trucks, roll-off trucks, transfer and commodity trucks) were estimated by the Project applicant (Universal Waste Systems). The vehicle trip estimations were made based on the tonnage increase in throughput, the capacities of the vehicles, and the current material recovery facility and transfer station operation information.

Shown in **Table 1** attached is the ***Hourly Vehicle Trip Distribution for 1,000 Tons per Day*** Increase in Throughput.

As shown in Table 1, the Project is estimated to generate approximately 490 vehicle trips per day from which about 95% are truck trips.

TABLE 1
UNIVERSAL WASTE SYSTEMS
HOURLY VEHICLE TRIP DISTRIBUTION FOR 1,000 TPD INCREASE IN THROUGHPUT

Hours	PROPOSED (1,000 TPD)												
	Employees		Self-Haul		Collection Trucks		Roll-Off Trucks		Transfer & Commodity Trucks		Total Vehicle Trips		
	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound Trips	Outbound Trips	Inbound	Outbound	Inbound + Outbound
12 - 1 am	0	0	0	0	0	0	0	0	1	1	1	1	2
1 - 2 am	0	0	0	0	0	0	0	0	2	1	2	1	3
2 - 3 am	0	0	0	0	0	0	0	0	2	2	2	2	4
3 - 4 am	0	0	0	0	0	0	0	0	2	2	2	2	4
4 - 5 am	0	0	0	0	0	0	0	0	2	2	2	2	4
5 - 6 am	0	2	1	1	6	5	4	3	2	2	13	13	26
6 - 7 am	2	0	1	1	8	7	4	4	1	2	16	14	30
7 - 8 am	0	0	1	1	8	8	4	4	1	2	14	15	29
8 - 9 am	0	0	1	1	6	6	6	6	1	1	14	14	28
9 - 10 am	0	0	2	2	12	11	6	5	2	1	22	19	41
10 - 11 am	0	0	2	2	12	12	4	5	3	2	21	21	42
11 - 12 pm	0	0	2	2	14	14	4	4	4	3	24	23	47
12 - 1 pm	0	0	2	2	12	12	4	4	3	4	21	22	43
1 - 2 pm	0	2	2	2	10	11	6	6	2	3	20	24	44
2 - 3 pm	2	0	2	2	8	8	8	7	1	2	21	19	40
3 - 4 pm	0	0	1	1	6	7	4	5	1	1	12	14	26
4 - 5 pm	0	0	1	1	5	5	2	2	1	1	9	9	18
5 - 6 pm	0	0	1	1	4	4	2	3	2	1	9	9	18
6 - 7 pm	0	0	1	1	4	4	2	2	1	2	8	9	17
7 - 8 pm	0	0	0	0	0	1	0	0	2	1	2	2	4
8 - 9 p.m	0	0	0	0	0	0	0	0	2	2	2	2	4
9 - 10 p.m	0	0	0	0	0	0	0	0	2	2	2	2	4
10 - 11 pm	0	2	0	0	0	0	0	0	2	2	2	4	6
11 - 12 am	2	0	0	0	0	0	0	0	2	2	4	2	6
Total Trips	6	6	20	20	115	115	60	60	44	44	245	245	490

1. Collection and roll-off trucks – 3 axes
2. Transfer trucks – 5 axes
3. Self-haul vehicles – 2 axes
4. Self-Haul, collection and roll-off vehicles are onsite approximately 10 – 15 minutes.
5. Transfer trucks are onsite for approximately 30 minutes.

To properly evaluate the potential impacts of the Project traffic to the existing roadway system, the estimated vehicles trips in various classifications were converted to Passenger Car Equivalent (PCE) using the following factors:

- Employee and Self-Haul Vehicle = 1.0 Passenger Car Equivalent
- Collection and Roll-off Truck (2-axes) = 2.0 Passenger Car Equivalent
- Transfer and Commodity Truck (5-axes) = 3.0 Passenger Car Equivalent

Shown in **Table 2** attached is the **Hourly Passenger Car Equivalent Trip Distribution for 1,000 Tons per Day Increase in Throughput**.

As shown in Table 2, the Project is estimated to generate approximately 1,016 daily PCE trips, 59 PCE trips (28 inbound and 31 outbound) during the morning commuter peak hour (7 to 8 am), and 37 PCE trips (19 inbound and 18 outbound) during the afternoon commuter peak hour (5 to 6 pm).

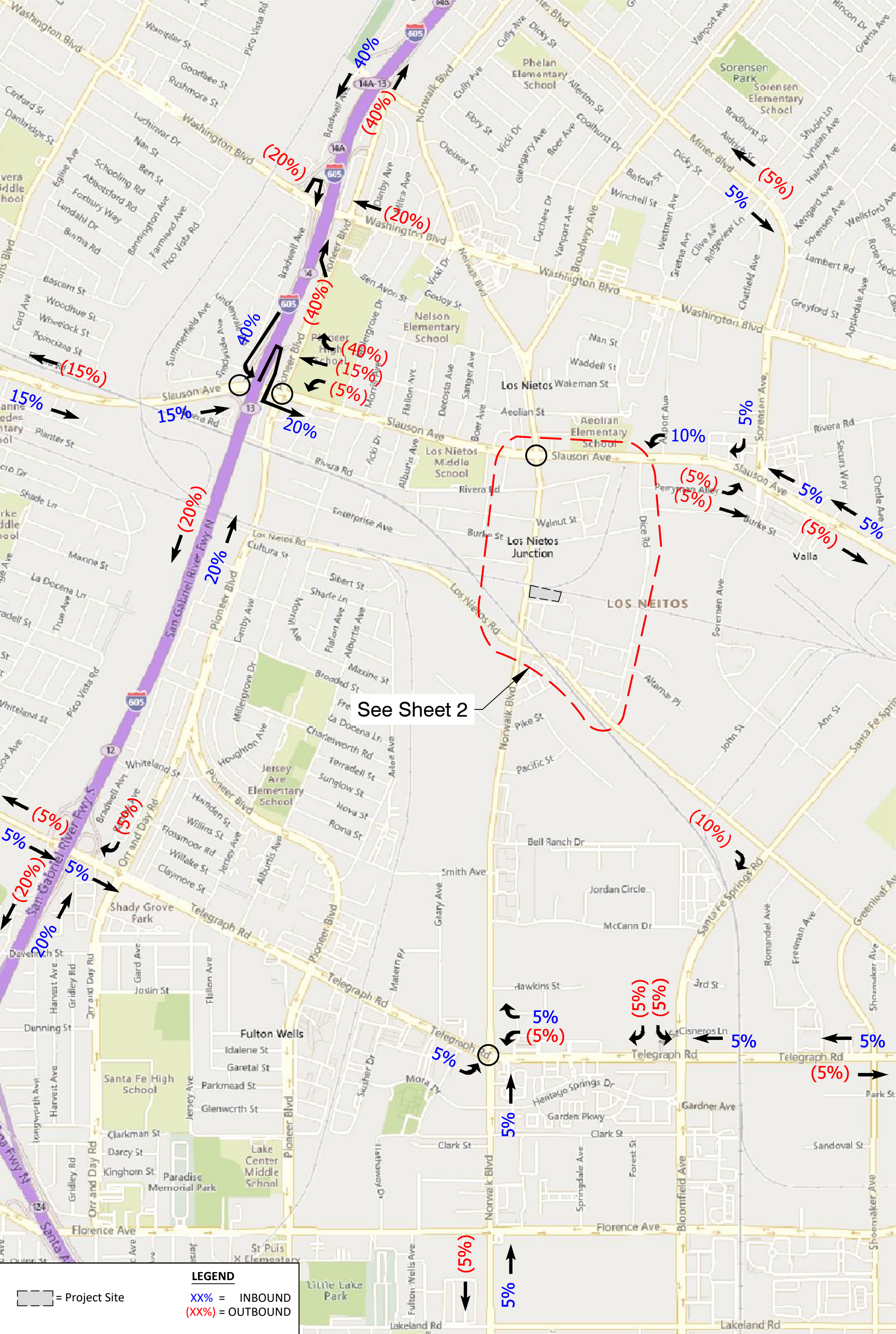
TABLE 2
UNIVERSAL WASTE SYSTEMS
HOURLY PASSENGER CAR EQUIVALENT (PCE) TRIP DISTRIBUTION FOR 1,000 TPD INCREASE IN THROUGHPUT

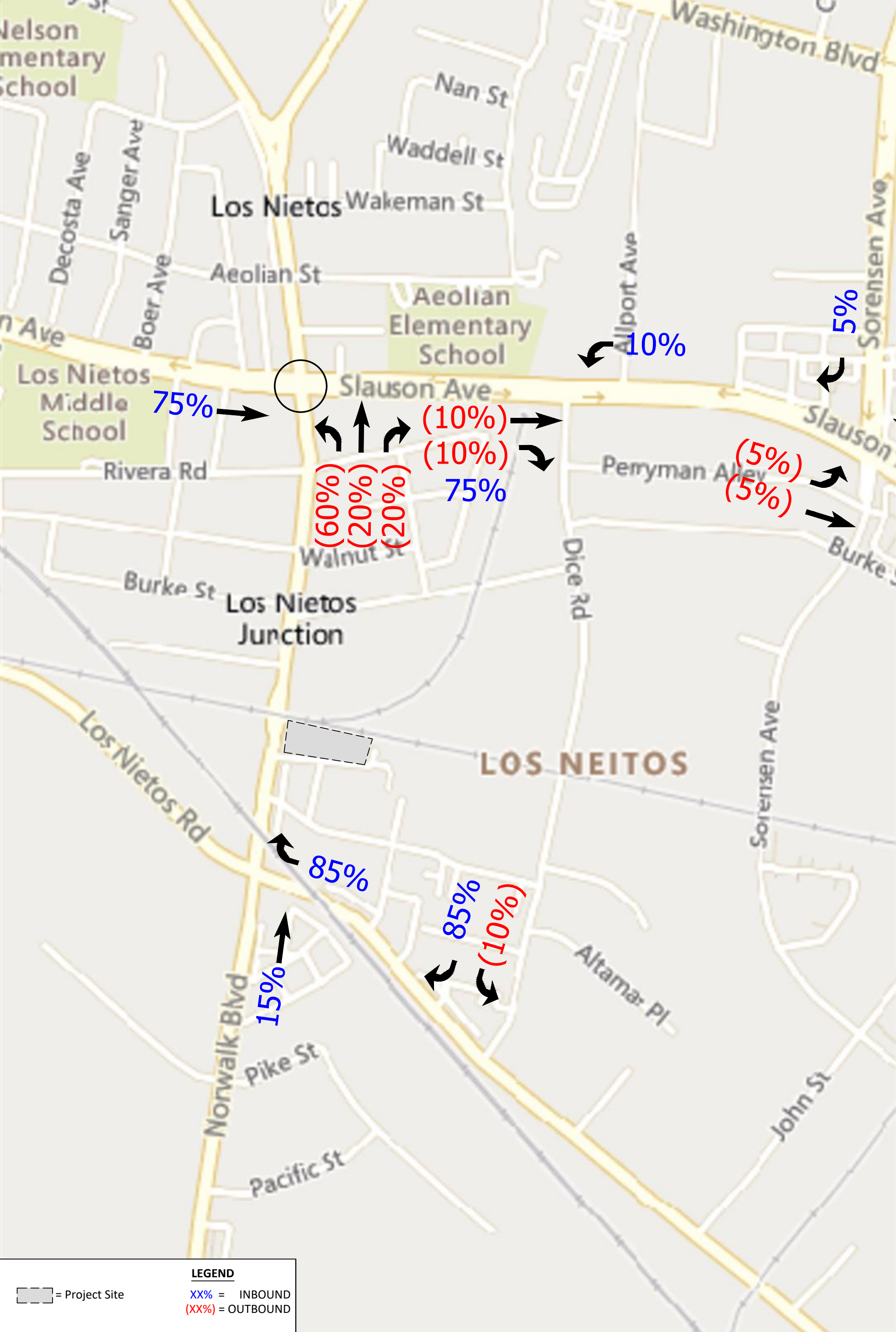
Hours													
	Employees		Self-Haul Vehicles		Collection Trucks		Roll-Off Trucks		Transfer & Commodity Trucks		Total PCE Trips		
	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Outbound PCE	Inbound PCE	Inbound PCE	Inbound PCE	Outbound PCE	In + Out PCE
12 - 1 am	0	0	0	0	0	0	0	0	3	3	3	3	6
1 - 2 am	0	0	0	0	0	0	0	0	6	3	6	3	9
2 - 3 am	0	0	0	0	0	0	0	0	6	6	6	6	12
3 - 4 am	0	0	0	0	0	0	0	0	6	6	6	6	12
4 - 5 am	0	0	0	0	0	0	0	0	6	6	6	6	12
5 - 6 am	0	2	1	1	12	10	8	6	6	6	27	25	52
6 - 7 am	2	0	1	1	16	14	8	8	3	6	30	29	59
7 - 8 am	0	0	1	1	16	16	8	8	3	6	28	31	59
8 - 9 am	0	0	1	1	12	12	12	12	3	3	28	28	56
9 - 10 am	0	0	2	2	24	22	12	10	6	3	44	37	81
10 - 11 am	0	0	2	2	24	24	8	10	9	6	43	42	85
11 - 12 pm	0	0	2	2	28	28	8	8	12	9	50	47	97
12 - 1 pm	0	0	2	2	24	24	8	8	9	12	43	46	89
1 - 2 pm	0	2	2	2	20	22	12	12	6	9	40	47	87
2 - 3 pm	2	0	2	2	16	16	16	14	3	6	39	38	77
3 - 4 pm	0	0	1	1	12	14	8	10	3	3	24	28	52
4 - 5 pm	0	0	1	1	10	10	4	4	3	3	18	18	36
5 - 6 pm	0	0	1	1	8	8	4	6	6	3	19	18	37
6 - 7 pm	0	0	1	1	8	8	4	4	3	6	16	19	35
7 - 8 pm	0	0	0	0	0	2	0	0	6	3	6	5	11
8 - 9 p.m.	0	0	0	0	0	0	0	0	6	6	6	6	12
9 - 10 p.m.	0	0	0	0	0	0	0	0	6	6	6	6	12
10 - 11 pm	0	2	0	0	0	0	0	0	6	6	6	8	14
11 - 12 am	2	0	0	0	0	0	0	0	6	6	8	6	14
Total Trips	6	6	20	20	230	230	120	120	132	132	508	508	1,016

1. Collection and roll-off trucks – 3 axles (2.0 PCE)
2. Transfer trucks – 5 axles (3.0 PCE)
3. Self-haul vehicles – 2 axles (1.0 PCE)
4. Self-Haul, collection and roll-off vehicles are onsite approximately 10 – 15 minutes.
5. Transfer trucks are onsite for approximately 30 minutes.

1. Project Trip Distribution:

The estimated Project trip distribution are shown in **Figure 1A & Figure 1B—Project Trip Distribution** attached. The geographic distribution of Project trips is based on the functional classifications of streets in the vicinity, the magnitude of traffic volumes, the origins and destinations of Project trips, local knowledge of the roadway network and inputs from the Project applicant.





2. Related Projects:

It is requested that the City of Santa Fe Springs provides a list of cumulative development projects within half a mile radius of the Project site for inclusion in the traffic study, and associated mitigation measures where appropriate for recently approved, but not yet constructed developments.

3. Study Intersections:

It is proposed that the following intersections in the vicinity of the Project site be included in the traffic study:

NO.	Intersection Name	Intersection Traffic Control
1	Slauson Avenue & Norwalk Boulevard	Traffic signal
2	Slauson Avenue & Pioneer Boulevard	Traffic signal
3	Pioneer Boulevard & I-605 Freeway Northbound Off-ramp	1-way STOP
4	Slauson Avenue & I-605 Freeway Southbound Off-ramp	Traffic signal
5	Norwalk Boulevard & Telegraph Road	Traffic signal
6	Norwalk Boulevard & Los Nietos Road	Traffic signal
7	Los Nietos Road & Dice Road	1-way STOP

4. Level of Service (LOS) Criteria:

The signalized study intersections will be analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection.

The unsignalized study intersections will be analyzed using the Highway Capacity Manual (HCM) methodologies for performing two-way Stop-controlled (TWSC) and/or all-way Stop-controlled (AWTC) intersection capacity analyses (Part III, Section 17). For TWSC intersection analysis, LOS is calculated for each movement of the intersection and the most critical LOS is the one that represents the effectiveness of that intersection. For AWSC intersection analysis, LOS is defined by the control delay of the entire intersection.

5. Thresholds of Significance – Intersections

In accordance with the City of Santa Fe Springs General Plan Circulation Element, the City standard for the minimum acceptable intersection Level of Service (LOS) is D or better. If an intersection is currently operating at LOS D or better in the baseline condition, and with the addition of the project traffic, the intersection is estimated to operate at LOS E or F, the project would have a significant impact.

In addition, the County of Los Angeles uses the following thresholds to determine if a project would cause a significant traffic impact:

County of Los Angeles		
Signalized Intersection Impact Threshold Criteria		
Final v/c	Level of Service	Project-Related Increase in v/c
>0.701-.800	C	Equal to or greater than 0.040
>0.801-.900	D	Equal to or greater than 0.020
>0.901-1.00	E	Equal to or greater than 0.010
>1.000	F	Equal to or greater than 0.010

6. Intersection Turning Movement Counts:

Based on existing Project trip counts, the facility has the heaviest traffic flow on Wednesdays. Therefore, intersection turning movement traffic counts will be conducted on a Wednesday, excluding holidays, and first weekdays before and after the holiday, during the morning commuter peak (7 am to 9 am) and afternoon commuter peak (4 pm to 6 pm). The existing vehicle counts will be classified into passenger vehicles or pick-up trucks, 2 or 3-axle medium trucks and more than 3-axle heavy trucks. This information will be used for Passenger Car Equivalent conversion in the study.

7. Analysis Scenarios:

Intersection analysis will be conducted for the following analysis scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Opening Year Cumulative without Project Conditions
- Opening Year Cumulative with Project Conditions

8. Railroad Crossing Analysis

At the request of the City, existing vehicle queueing at the following two railroad crossings will be analyzed:

- Crossing on Norwalk Boulevard north of Los Nietos Road
- Crossing on Los Nietos Road east of Norwalk Boulevard

9. Vehicle Miles Travel (VMT) Analysis

In accordance with the Project's Mitigated Negative Declaration (CUP No. 733 Amendment) Universal Wastes Systems Inc., dated October 16, 2022, "Section on Analysis of Environmental Impacts (P.74 – 76), the proposed Project satisfies the criteria to be considered a "local Serving Use" and is screened out from further VMT analysis, and it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed Project, therefore, the potential impacts are considered to be less than significant".

Appendix B

Appendix B

Existing Intersection Turning Movement Counts

CITY TRAFFIC COUNTERS

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File Name : NorwalkBlvd_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

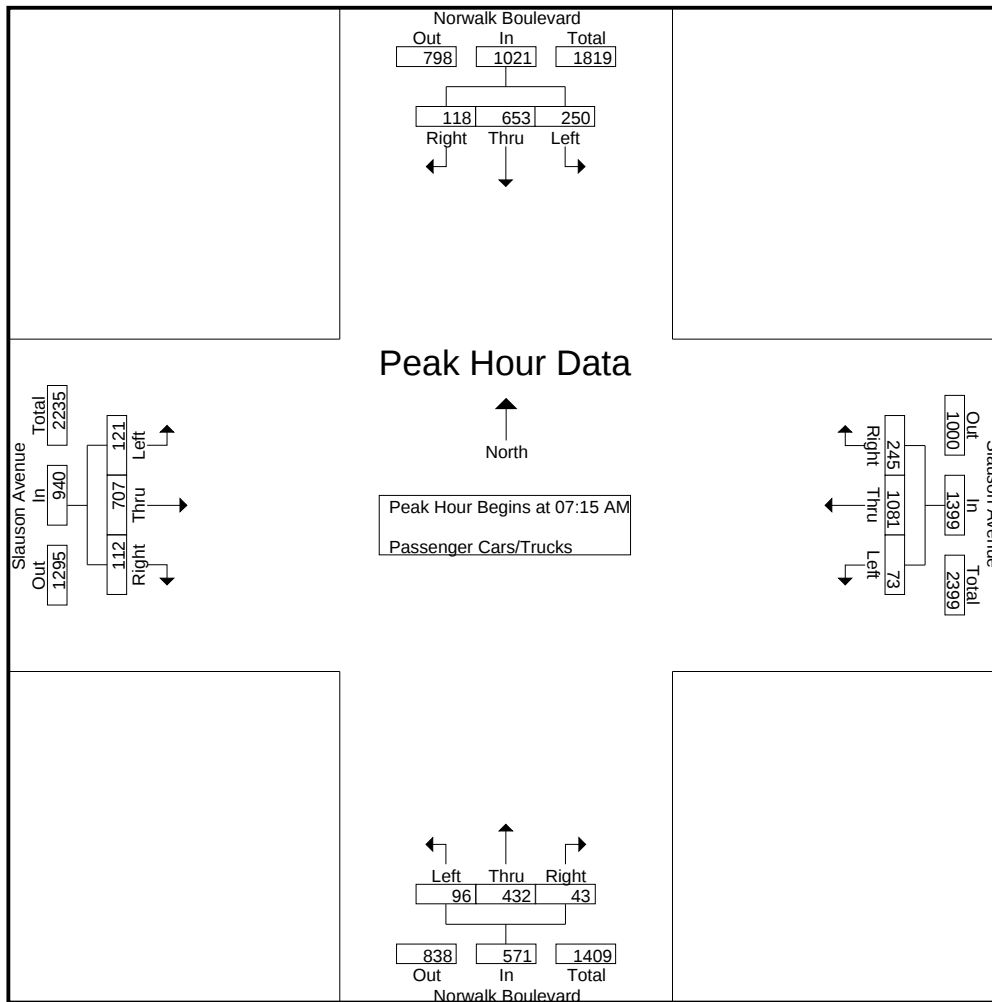
	Norwalk Boulevard Southbound			Slauson Avenue Westbound			Norwalk Boulevard Northbound			Slauson Avenue Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	46	100	26	10	243	51	17	68	3	21	143	20	748
07:15 AM	61	109	47	12	280	64	20	85	13	30	147	26	894
07:30 AM	75	202	24	15	247	55	20	130	10	38	182	28	1026
07:45 AM	65	190	24	23	298	56	30	94	12	28	196	34	1050
Total	247	601	121	60	1068	226	87	377	38	117	668	108	3718
08:00 AM	49	152	23	23	256	70	26	123	8	25	182	24	961
08:15 AM	74	105	27	17	204	34	23	103	7	29	176	27	826
08:30 AM	65	78	20	17	165	26	25	101	11	34	190	29	761
08:45 AM	67	128	19	17	174	43	27	104	6	26	159	23	793
Total	255	463	89	74	799	173	101	431	32	114	707	103	3341
04:00 PM	63	139	39	15	226	72	37	176	15	37	175	25	1019
04:15 PM	68	147	40	11	171	71	38	184	15	38	193	23	999
04:30 PM	68	142	42	20	232	59	31	185	14	42	198	24	1057
04:45 PM	62	158	26	15	176	54	37	175	18	42	172	27	962
Total	261	586	147	61	805	256	143	720	62	159	738	99	4037
05:00 PM	60	140	26	13	217	78	30	174	9	45	199	29	1020
05:15 PM	64	146	30	12	205	59	33	171	11	47	199	22	999
05:30 PM	60	142	45	17	198	62	36	164	11	43	209	23	1010
05:45 PM	57	136	35	12	153	64	20	160	9	46	171	22	885
Total	241	564	136	54	773	263	119	669	40	181	778	96	3914
Grand Total	1004	2214	493	249	3445	918	450	2197	172	571	2891	406	15010
Apprch %	27.1	59.7	13.3	5.4	74.7	19.9	16	77.9	6.1	14.8	74.7	10.5	
Total %	6.7	14.8	3.3	1.7	23	6.1	3	14.6	1.1	3.8	19.3	2.7	

CITY TRAFFIC COUNTERS

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File Name : NorwalkBlvd_SlausonAve_Passenger
 Site Code : 00000000
 Start Date : 4/19/2023
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	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	61	109	47	217	12	280	64	356	20	85	13	118	30	147	26	203	894
07:30 AM	75	202	24	301	15	247	55	317	20	130	10	160	38	182	28	248	1026
07:45 AM	65	190	24	279	23	298	56	377	30	94	12	136	28	196	34	258	1050
08:00 AM	49	152	23	224	23	256	70	349	26	123	8	157	25	182	24	231	961
Total Volume	250	653	118	1021	73	1081	245	1399	96	432	43	571	121	707	112	940	3931
% App. Total	24.5	64	11.6		5.2	77.3	17.5		16.8	75.7	7.5		12.9	75.2	11.9		
PHF	.833	.808	.628	.848	.793	.907	.875	.928	.800	.831	.827	.892	.796	.902	.824	.911	.936



CITY TRAFFIC COUNTERS

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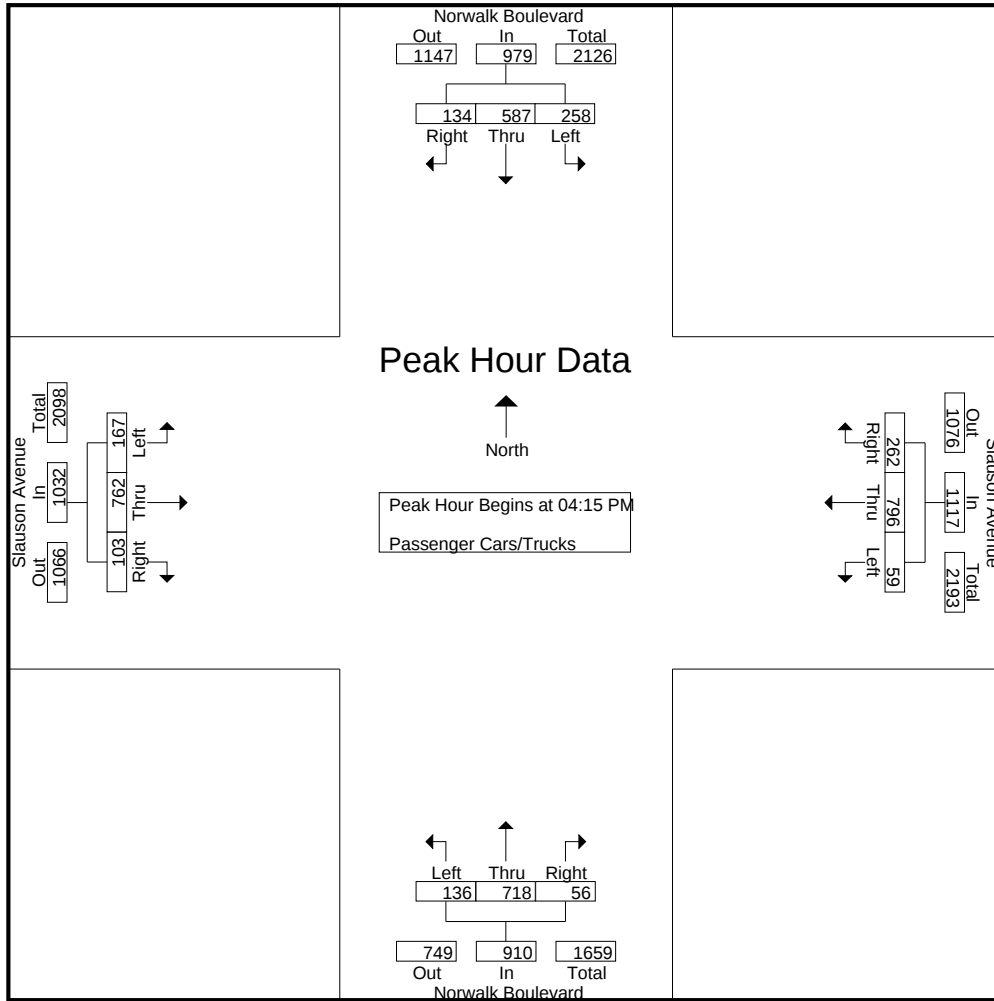
File Name : NorwalkBlvd_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	68	147	40	255	11	171	71	253	38	184	15	237	38	193	23	254	999
04:30 PM	68	142	42	252	20	232	59	311	31	185	14	230	42	198	24	264	1057
04:45 PM	62	158	26	246	15	176	54	245	37	175	18	230	42	172	27	241	962
05:00 PM	60	140	26	226	13	217	78	308	30	174	9	213	45	199	29	273	1020
Total Volume	258	587	134	979	59	796	262	1117	136	718	56	910	167	762	103	1032	4038
% App. Total	26.4	60	13.7		5.3	71.3	23.5		14.9	78.9	6.2		16.2	73.8	10		
PHF	.949	.929	.798	.960	.738	.858	.840	.898	.895	.970	.778	.960	.928	.957	.888	.945	.955



CITY TRAFFIC COUNTERS

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File Name : NorwalkBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2 + 3 Axle Trucks

	Norwalk Boulevard Southbound			Slauson Avenue Westbound			Norwalk Boulevard Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	3	2	1	15	2	4	7	0	1	10	1	48
07:15 AM	3	8	2	2	15	6	3	6	4	2	9	2	62
07:30 AM	1	12	2	1	12	6	4	15	1	0	19	0	73
07:45 AM	1	10	1	2	17	4	1	9	2	1	11	4	63
Total	7	33	7	6	59	18	12	37	7	4	49	7	246
08:00 AM	1	2	2	2	16	10	2	4	3	1	13	2	58
08:15 AM	3	5	0	1	17	7	6	8	3	1	9	2	62
08:30 AM	3	3	1	2	10	6	4	9	1	4	11	1	55
08:45 AM	3	5	2	2	10	4	4	8	0	1	14	6	59
Total	10	15	5	7	53	27	16	29	7	7	47	11	234
04:00 PM	3	10	1	0	4	0	1	6	1	3	10	0	39
04:15 PM	1	8	2	0	6	5	4	5	1	0	12	1	45
04:30 PM	5	3	1	0	3	0	2	4	0	1	15	0	34
04:45 PM	2	4	0	1	3	1	2	2	1	0	8	1	25
Total	11	25	4	1	16	6	9	17	3	4	45	2	143
05:00 PM	3	8	0	0	0	1	3	5	0	1	8	0	29
05:15 PM	1	1	1	0	1	3	2	5	0	0	8	0	22
05:30 PM	1	4	0	0	3	2	1	3	0	2	8	2	26
05:45 PM	2	2	0	0	3	1	0	1	1	2	6	1	19
Total	7	15	1	0	7	7	6	14	1	5	30	3	96
Grand Total	35	88	17	14	135	58	43	97	18	20	171	23	719
Apprch %	25	62.9	12.1	6.8	65.2	28	27.2	61.4	11.4	9.3	79.9	10.7	
Total %	4.9	12.2	2.4	1.9	18.8	8.1	6	13.5	2.5	2.8	23.8	3.2	

CITY TRAFFIC COUNTERS

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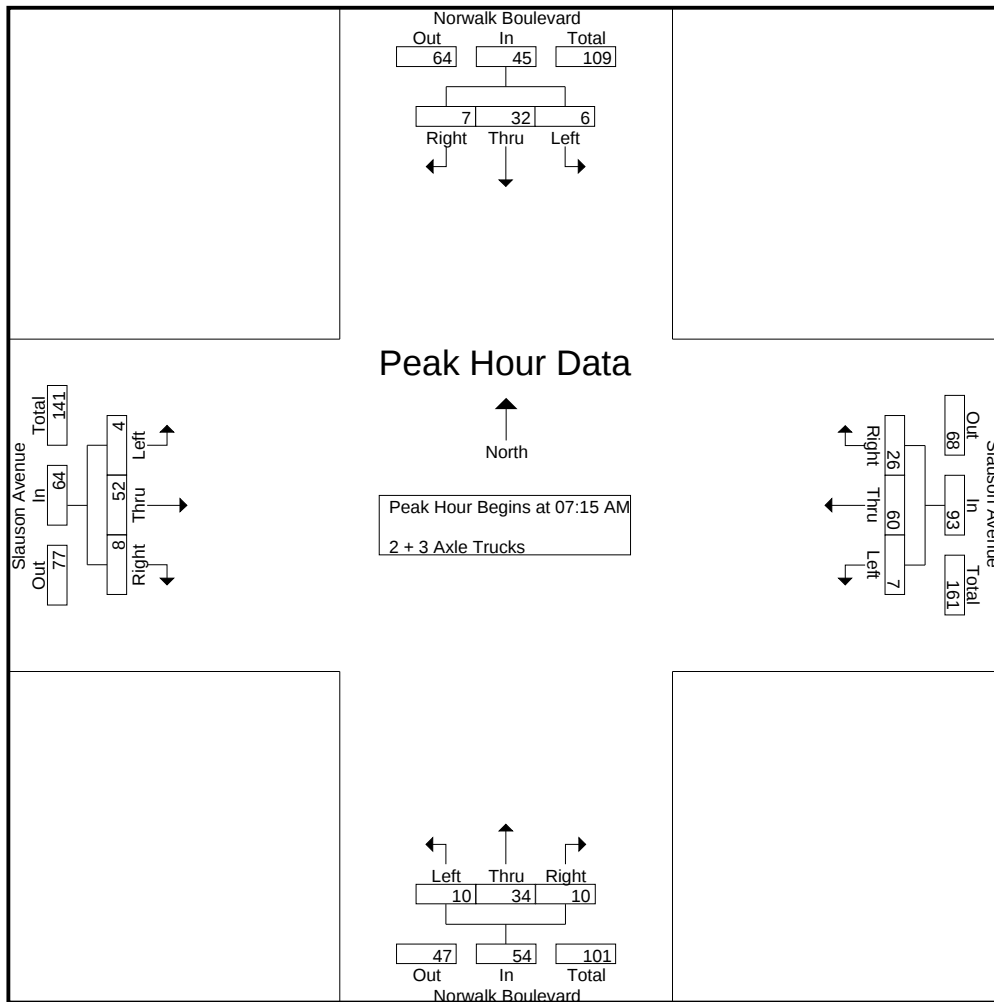
File Name : NorwalkBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

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	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	8	2	13	2	15	6	23	3	6	4	13	2	9	2	13	62
07:30 AM	1	12	2	15	1	12	6	19	4	15	1	20	0	19	0	19	73
07:45 AM	1	10	1	12	2	17	4	23	1	9	2	12	1	11	4	16	63
08:00 AM	1	2	2	5	2	16	10	28	2	4	3	9	1	13	2	16	58
Total Volume	6	32	7	45	7	60	26	93	10	34	10	54	4	52	8	64	256
% App. Total	13.3	71.1	15.6		7.5	64.5	28		18.5	63	18.5		6.2	81.2	12.5		
PHF	.500	.667	.875	.750	.875	.882	.650	.830	.625	.567	.625	.675	.500	.684	.500	.842	.877



CITY TRAFFIC COUNTERS

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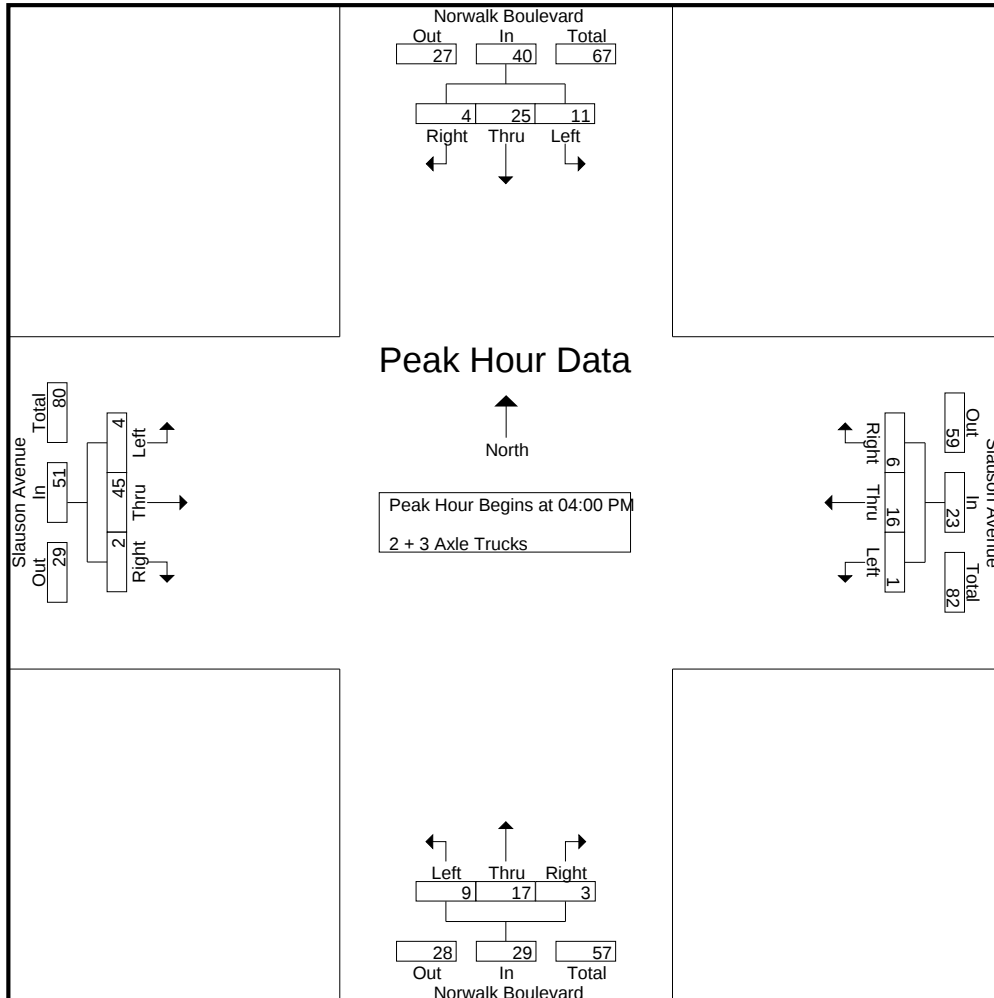
File Name : NorwalkBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	10	1	14	0	4	0	4	1	6	1	8	3	10	0	13	39
04:15 PM	1	8	2	11	0	6	5	11	4	5	1	10	0	12	1	13	45
04:30 PM	5	3	1	9	0	3	0	3	2	4	0	6	1	15	0	16	34
04:45 PM	2	4	0	6	1	3	1	5	2	2	1	5	0	8	1	9	25
Total Volume	11	25	4	40	1	16	6	23	9	17	3	29	4	45	2	51	143
% App. Total	27.5	62.5	10		4.3	69.6	26.1		31	58.6	10.3		7.8	88.2	3.9		
PHF	.550	.625	.500	.714	.250	.667	.300	.523	.563	.708	.750	.725	.333	.750	.500	.797	.794



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4 + Axles Trucks

	Norwalk Boulevard Southbound			Slauson Avenue Westbound			Norwalk Boulevard Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	2	0	0	4	2	5	3	1	0	7	3	29
07:15 AM	0	3	0	0	5	1	4	3	0	0	5	2	23
07:30 AM	2	3	0	0	5	4	3	8	0	0	4	1	30
07:45 AM	3	4	0	0	6	8	2	9	0	0	7	2	41
Total	7	12	0	0	20	15	14	23	1	0	23	8	123
08:00 AM	1	3	0	0	9	3	1	1	0	0	12	5	35
08:15 AM	0	4	0	1	4	1	4	3	0	0	8	1	26
08:30 AM	0	2	0	0	11	2	1	5	0	1	15	2	39
08:45 AM	1	1	0	1	5	4	5	1	0	1	9	3	31
Total	2	10	0	2	29	10	11	10	0	2	44	11	131
04:00 PM	0	5	0	1	1	0	2	3	0	0	10	1	23
04:15 PM	0	6	0	0	1	2	1	4	0	0	3	2	19
04:30 PM	3	3	0	0	1	3	2	2	0	0	3	0	17
04:45 PM	0	3	0	0	2	4	0	7	0	2	6	0	24
Total	3	17	0	1	5	9	5	16	0	2	22	3	83
05:00 PM	0	4	0	0	4	0	2	2	2	0	4	1	19
05:15 PM	1	4	0	0	4	1	3	1	0	0	5	0	19
05:30 PM	0	2	0	0	1	2	1	1	1	0	5	0	13
05:45 PM	1	3	0	0	2	1	0	2	0	0	6	1	16
Total	2	13	0	0	11	4	6	6	3	0	20	2	67
Grand Total	14	52	0	3	65	38	36	55	4	4	109	24	404
Apprch %	21.2	78.8	0	2.8	61.3	35.8	37.9	57.9	4.2	2.9	79.6	17.5	
Total %	3.5	12.9	0	0.7	16.1	9.4	8.9	13.6	1	1	27	5.9	

CITY TRAFFIC COUNTERS

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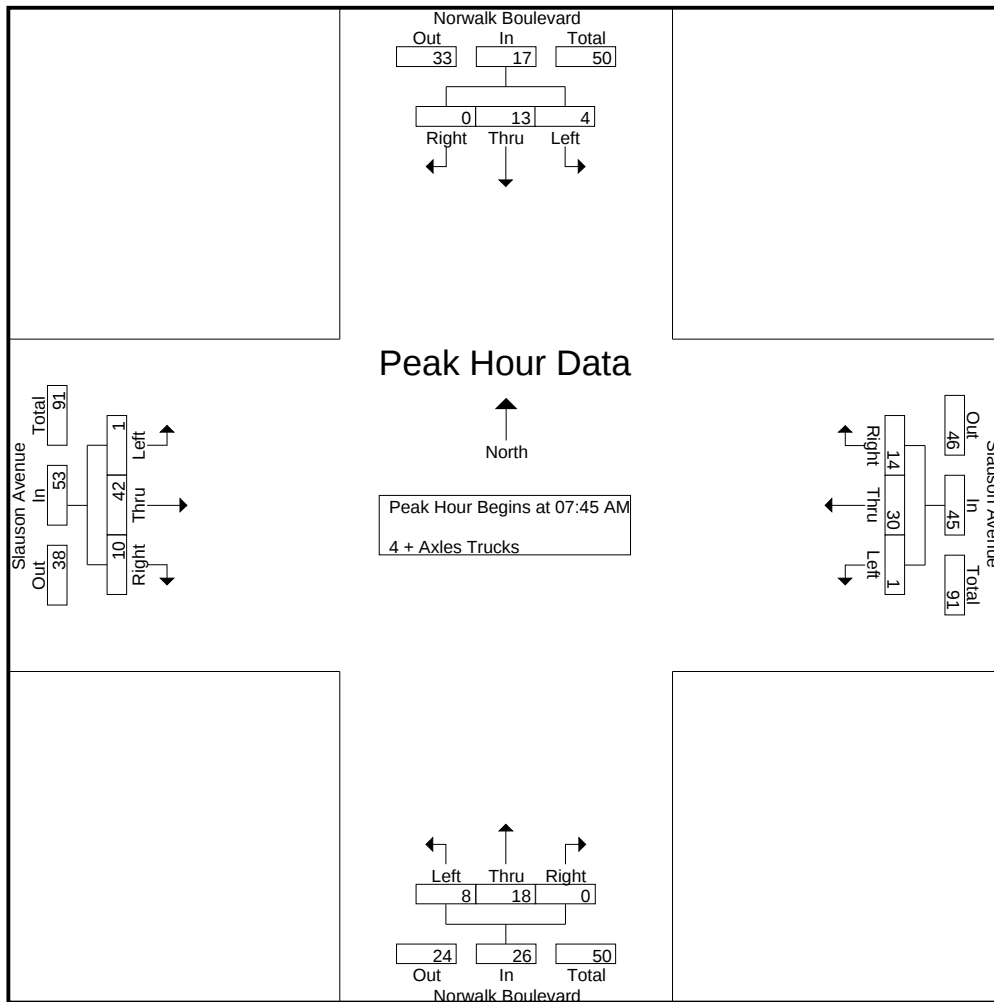
File Name : NorwalkBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	4	0	7	0	6	8	14	2	9	0	11	0	7	2	9	41
08:00 AM	1	3	0	4	0	9	3	12	1	1	0	2	0	12	5	17	35
08:15 AM	0	4	0	4	1	4	1	6	4	3	0	7	0	8	1	9	26
08:30 AM	0	2	0	2	0	11	2	13	1	5	0	6	1	15	2	18	39
Total Volume	4	13	0	17	1	30	14	45	8	18	0	26	1	42	10	53	141
% App. Total	23.5	76.5	0		2.2	66.7	31.1		30.8	69.2	0		1.9	79.2	18.9		
PHF	.333	.813	.000	.607	.250	.682	.438	.804	.500	.500	.000	.591	.250	.700	.500	.736	.860



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

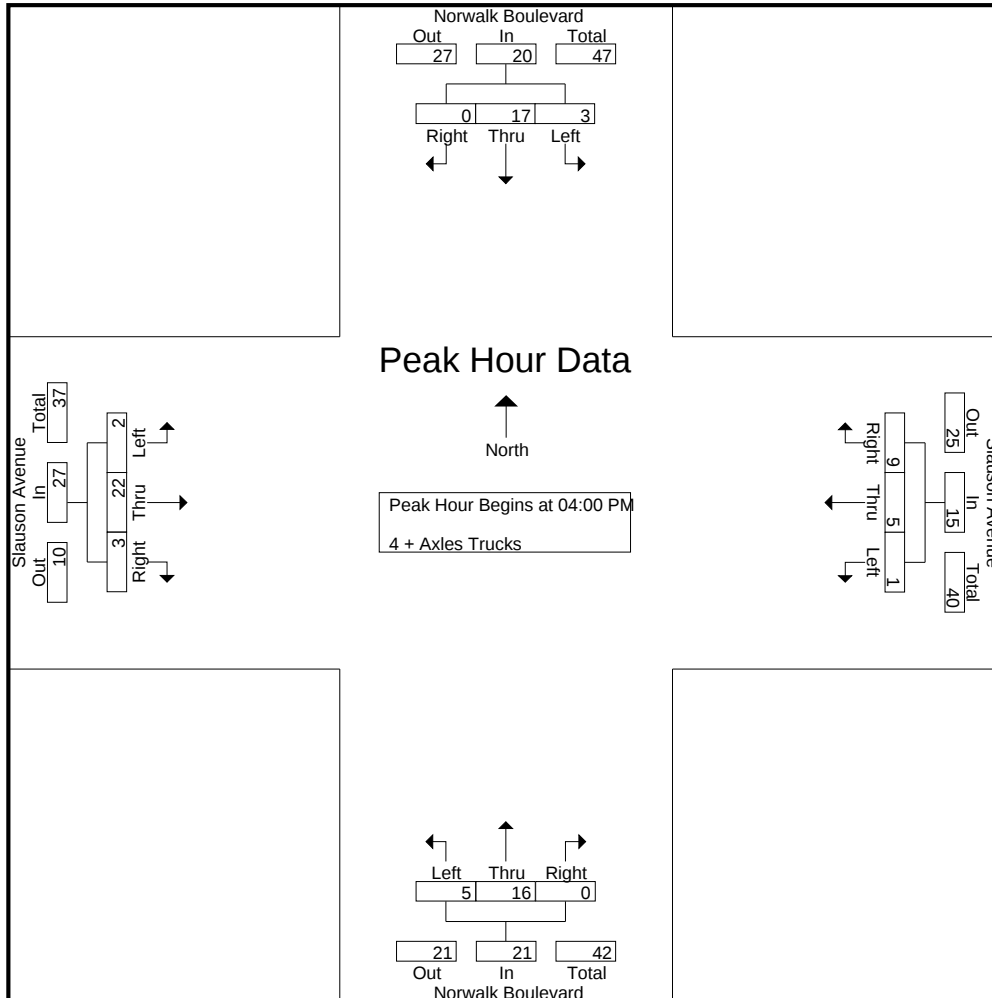
File Name : NorwalkBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Slauson Avenue Westbound				Norwalk Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	5	0	5	1	1	0	2	2	3	0	5	0	10	1	11	23
04:15 PM	0	6	0	6	0	1	2	3	1	4	0	5	0	3	2	5	19
04:30 PM	3	3	0	6	0	1	3	4	2	2	0	4	0	3	0	3	17
04:45 PM	0	3	0	3	0	2	4	6	0	7	0	7	2	6	0	8	24
Total Volume	3	17	0	20	1	5	9	15	5	16	0	21	2	22	3	27	83
% App. Total	15	85	0		6.7	33.3	60		23.8	76.2	0		7.4	81.5	11.1		
PHF	.250	.708	.000	.833	.250	.625	.563	.625	.625	.571	.000	.750	.250	.550	.375	.614	.865



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

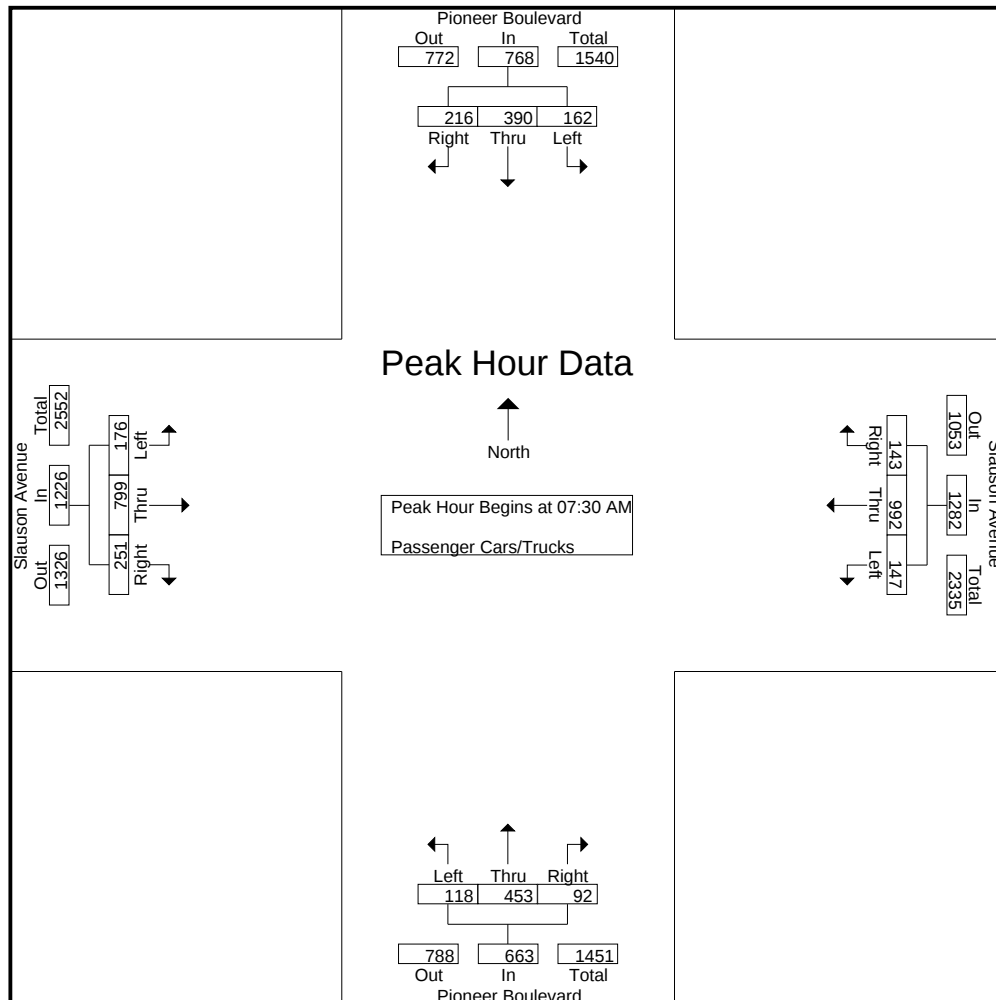
	Pioneer Boulevard Southbound			Slauson Avenue Westbound			Pioneer Boulevard Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	33	73	45	28	245	31	22	82	13	26	114	33	745
07:15 AM	39	92	53	35	251	34	26	78	22	36	152	47	865
07:30 AM	49	102	63	28	259	39	25	120	25	41	188	53	992
07:45 AM	46	117	68	39	270	42	24	103	25	55	220	73	1082
Total	167	384	229	130	1025	146	97	383	85	158	674	206	3684
08:00 AM	41	85	38	36	251	38	33	114	20	40	194	64	954
08:15 AM	26	86	47	44	212	24	36	116	22	40	197	61	911
08:30 AM	39	63	40	32	197	36	42	100	20	33	166	52	820
08:45 AM	31	33	27	23	181	27	30	82	25	41	163	41	704
Total	137	267	152	135	841	125	141	412	87	154	720	218	3389
04:00 PM	27	110	44	56	151	46	46	154	12	33	198	34	911
04:15 PM	31	90	41	35	180	40	29	154	20	39	234	36	929
04:30 PM	26	96	42	39	167	45	42	160	15	36	206	35	909
04:45 PM	27	103	46	38	201	43	12	185	12	46	219	29	961
Total	111	399	173	168	699	174	129	653	59	154	857	134	3710
05:00 PM	22	103	51	31	153	59	36	186	14	35	203	41	934
05:15 PM	37	82	35	39	212	57	14	178	17	38	229	31	969
05:30 PM	33	136	46	42	162	52	42	154	26	35	227	34	989
05:45 PM	33	87	41	30	158	38	40	155	22	49	185	41	879
Total	125	408	173	142	685	206	132	673	79	157	844	147	3771
Grand Total	540	1458	727	575	3250	651	499	2121	310	623	3095	705	14554
Apprch %	19.8	53.5	26.7	12.8	72.6	14.5	17	72.4	10.6	14.1	70	15.9	
Total %	3.7	10	5	4	22.3	4.5	3.4	14.6	2.1	4.3	21.3	4.8	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_SlausonAve_Passenger
 Site Code : 00000000
 Start Date : 4/19/2023
 Page No : 2

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	49	102	63	214	28	259	39	326	25	120	25	170	41	188	53	282	992
07:45 AM	46	117	68	231	39	270	42	351	24	103	25	152	55	220	73	348	1082
08:00 AM	41	85	38	164	36	251	38	325	33	114	20	167	40	194	64	298	954
08:15 AM	26	86	47	159	44	212	24	280	36	116	22	174	40	197	61	298	911
Total Volume	162	390	216	768	147	992	143	1282	118	453	92	663	176	799	251	1226	3939
% App. Total	21.1	50.8	28.1		11.5	77.4	11.2		17.8	68.3	13.9		14.4	65.2	20.5		
PHF	.827	.833	.794	.831	.835	.919	.851	.913	.819	.944	.920	.953	.800	.908	.860	.881	.910



CITY TRAFFIC COUNTERS

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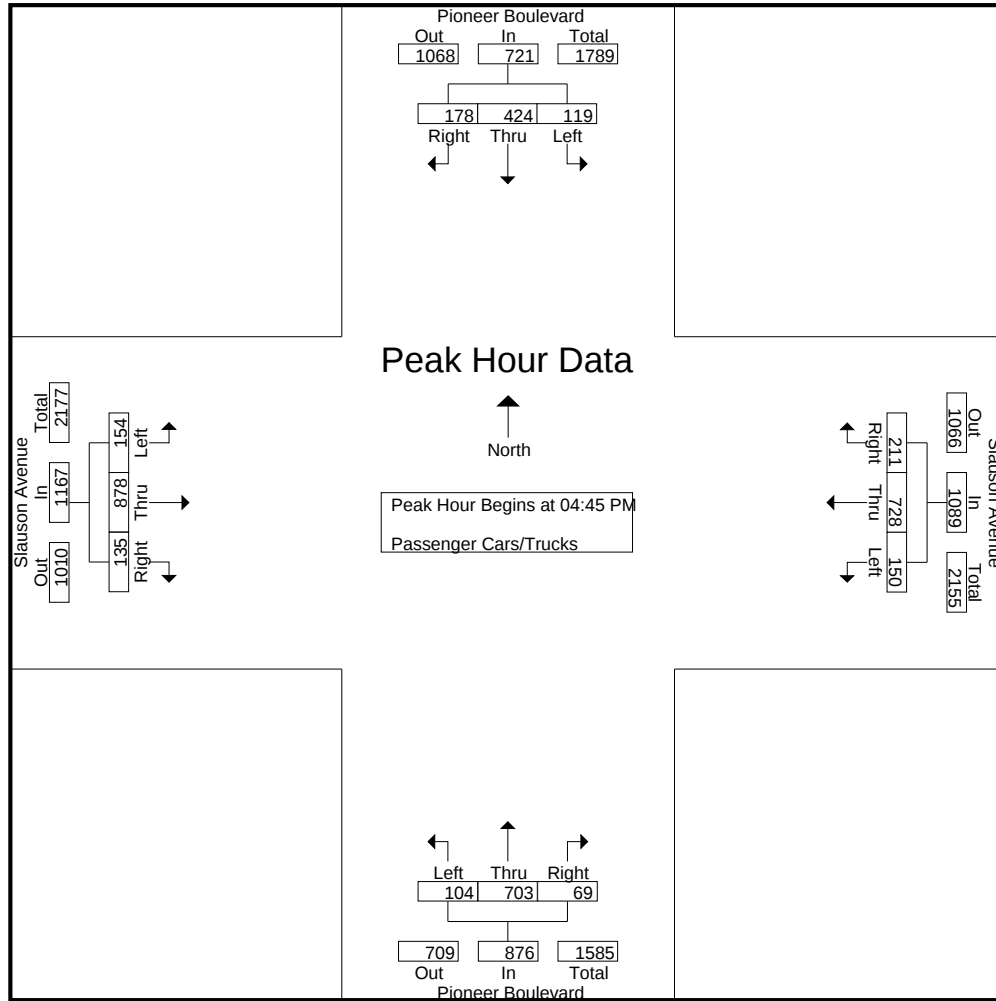
File Name : PioneerBlvd_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	103	46	176	38	201	43	282	12	185	12	209	46	219	29	294	961
05:00 PM	22	103	51	176	31	153	59	243	36	186	14	236	35	203	41	279	934
05:15 PM	37	82	35	154	39	212	57	308	14	178	17	209	38	229	31	298	969
05:30 PM	33	136	46	215	42	162	52	256	42	154	26	222	35	227	34	296	989
Total Volume	119	424	178	721	150	728	211	1089	104	703	69	876	154	878	135	1167	3853
% App. Total	16.5	58.8	24.7		13.8	66.9	19.4		11.9	80.3	7.9		13.2	75.2	11.6		
PHF	.804	.779	.873	.838	.893	.858	.894	.884	.619	.945	.663	.928	.837	.959	.823	.979	.974



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	Pioneer Boulevard Southbound			Slauson Avenue Westbound			Pioneer Boulevard Northbound			Slauson Avenue Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	1	1	3	10	6	4	2	3	7	5	0	46
07:15 AM	4	1	1	4	8	5	5	5	2	2	7	7	51
07:30 AM	6	3	4	4	5	7	3	8	4	6	8	4	62
07:45 AM	5	1	3	4	10	4	2	14	2	5	12	5	67
Total	19	6	9	15	33	22	14	29	11	20	32	16	226
08:00 AM	8	5	1	3	10	4	4	9	2	7	6	3	62
08:15 AM	6	3	2	1	17	6	10	5	3	1	8	11	73
08:30 AM	3	6	1	2	6	2	8	15	4	3	13	5	68
08:45 AM	8	3	1	1	13	5	2	10	1	5	17	3	69
Total	25	17	5	7	46	17	24	39	10	16	44	22	272
04:00 PM	4	3	2	2	3	2	1	4	2	4	6	7	40
04:15 PM	2	2	0	2	4	2	1	5	1	5	9	5	38
04:30 PM	4	2	0	0	4	2	3	4	3	3	8	7	40
04:45 PM	2	3	0	2	3	0	4	2	1	5	9	5	36
Total	12	10	2	6	14	6	9	15	7	17	32	24	154
05:00 PM	2	1	0	0	3	0	1	3	2	1	5	9	27
05:15 PM	3	0	3	0	2	1	2	2	2	1	2	4	22
05:30 PM	1	1	0	1	1	3	3	1	1	2	11	1	26
05:45 PM	2	2	0	0	1	1	3	5	0	2	6	4	26
Total	8	4	3	1	7	5	9	11	5	6	24	18	101
Grand Total	64	37	19	29	100	50	56	94	33	59	132	80	753
Apprch %	53.3	30.8	15.8	16.2	55.9	27.9	30.6	51.4	18	21.8	48.7	29.5	
Total %	8.5	4.9	2.5	3.9	13.3	6.6	7.4	12.5	4.4	7.8	17.5	10.6	

CITY TRAFFIC COUNTERS

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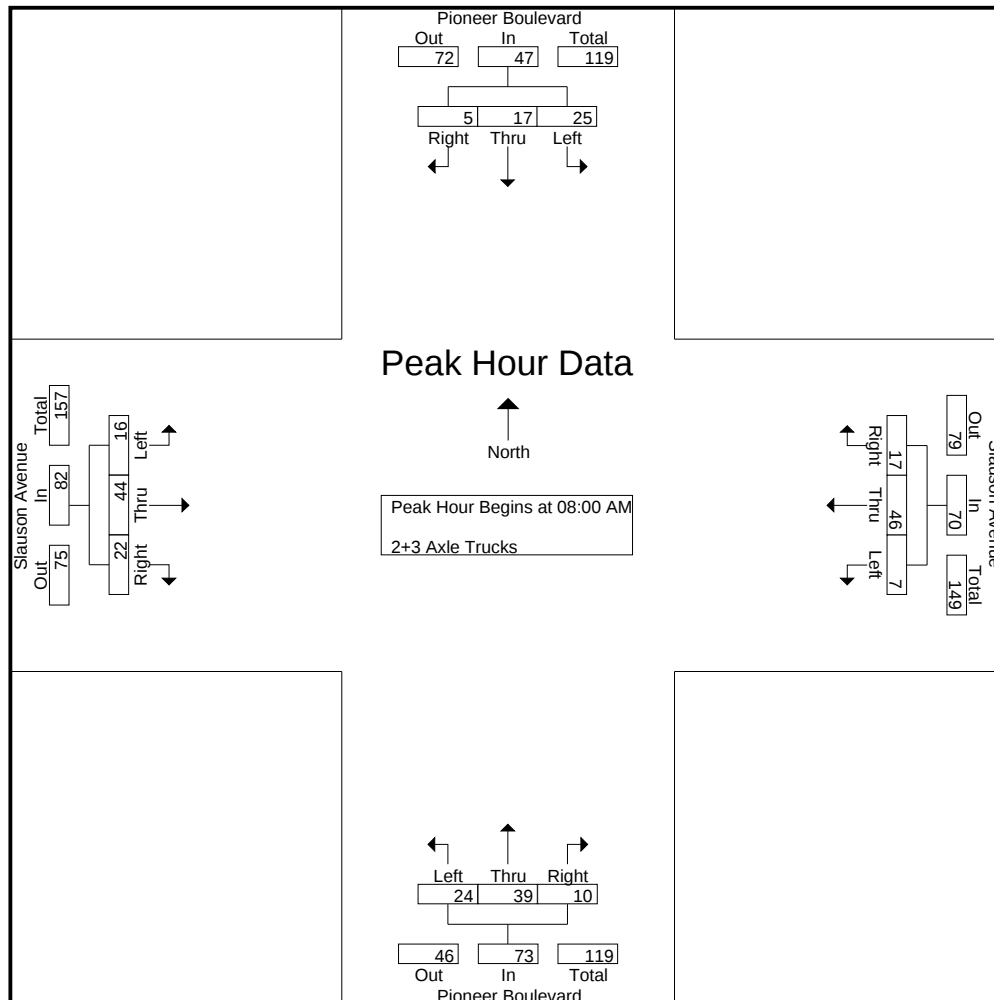
File Name : PioneerBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	5	1	14	3	10	4	17	4	9	2	15	7	6	3	16	62
08:15 AM	6	3	2	11	1	17	6	24	10	5	3	18	1	8	11	20	73
08:30 AM	3	6	1	10	2	6	2	10	8	15	4	27	3	13	5	21	68
08:45 AM	8	3	1	12	1	13	5	19	2	10	1	13	5	17	3	25	69
Total Volume	25	17	5	47	7	46	17	70	24	39	10	73	16	44	22	82	272
% App. Total	53.2	36.2	10.6		10	65.7	24.3		32.9	53.4	13.7		19.5	53.7	26.8		
PHF	.781	.708	.625	.839	.583	.676	.708	.729	.600	.650	.625	.676	.571	.647	.500	.820	.932



CITY TRAFFIC COUNTERS

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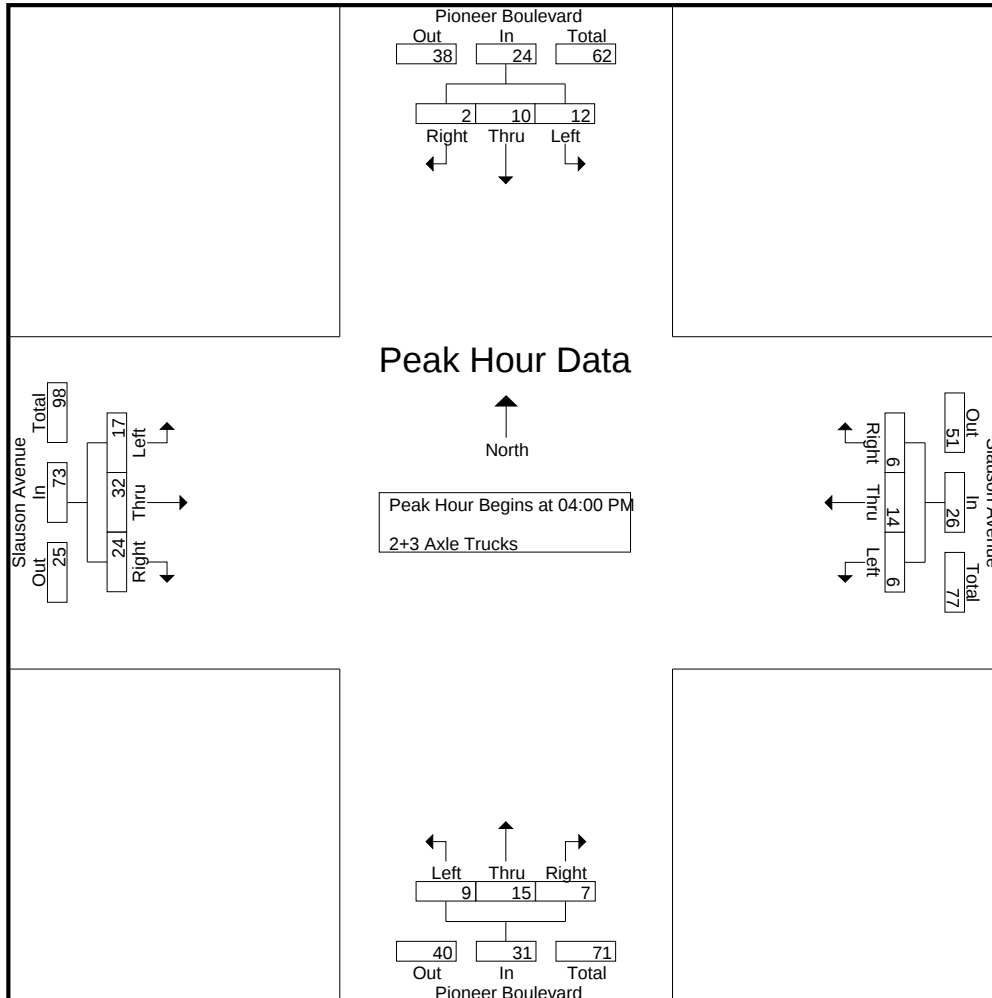
File Name : PioneerBlvd_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	3	2	9	2	3	2	7	1	4	2	7	4	6	7	17	40
04:15 PM	2	2	0	4	2	4	2	8	1	5	1	7	5	9	5	19	38
04:30 PM	4	2	0	6	0	4	2	6	3	4	3	10	3	8	7	18	40
04:45 PM	2	3	0	5	2	3	0	5	4	2	1	7	5	9	5	19	36
Total Volume	12	10	2	24	6	14	6	26	9	15	7	31	17	32	24	73	154
% App. Total	50	41.7	8.3		23.1	53.8	23.1		29	48.4	22.6		23.3	43.8	32.9		
PHF	.750	.833	.250	.667	.750	.875	.750	.813	.563	.750	.583	.775	.850	.889	.857	.961	.963



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4+ Axles Trucks

	Pioneer Boulevard Southbound			Slauson Avenue Westbound			Pioneer Boulevard Northbound			Slauson Avenue Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	4	1	0	1	4	2	0	8	0	3	5	3	31
07:15 AM	1	3	0	1	5	3	2	10	0	5	6	9	45
07:30 AM	1	1	2	0	8	2	1	5	0	7	6	3	36
07:45 AM	1	1	0	0	4	8	0	4	1	2	7	4	32
Total	7	6	2	2	21	15	3	27	1	17	24	19	144
08:00 AM	4	1	1	0	6	6	1	4	0	3	7	4	37
08:15 AM	3	1	3	0	1	6	2	3	1	6	7	8	41
08:30 AM	4	0	3	0	3	7	2	3	0	4	14	5	45
08:45 AM	3	3	2	1	5	6	1	2	0	4	11	6	44
Total	14	5	9	1	15	25	6	12	1	17	39	23	167
04:00 PM	2	8	0	0	3	3	1	7	2	1	8	3	38
04:15 PM	1	4	1	0	0	4	1	1	0	2	4	1	19
04:30 PM	0	4	0	0	3	4	0	5	0	5	2	3	26
04:45 PM	1	6	1	0	1	1	0	4	1	3	3	2	23
Total	4	22	2	0	7	12	2	17	3	11	17	9	106
05:00 PM	0	4	2	1	3	1	0	2	0	2	7	2	24
05:15 PM	0	5	0	0	2	3	2	2	0	3	5	3	25
05:30 PM	1	4	0	0	2	3	2	3	1	4	3	3	26
05:45 PM	1	0	0	0	2	2	1	1	0	2	3	2	14
Total	2	13	2	1	9	9	5	8	1	11	18	10	89
Grand Total	27	46	15	4	52	61	16	64	6	56	98	61	506
Apprch %	30.7	52.3	17	3.4	44.4	52.1	18.6	74.4	7	26	45.6	28.4	
Total %	5.3	9.1	3	0.8	10.3	12.1	3.2	12.6	1.2	11.1	19.4	12.1	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

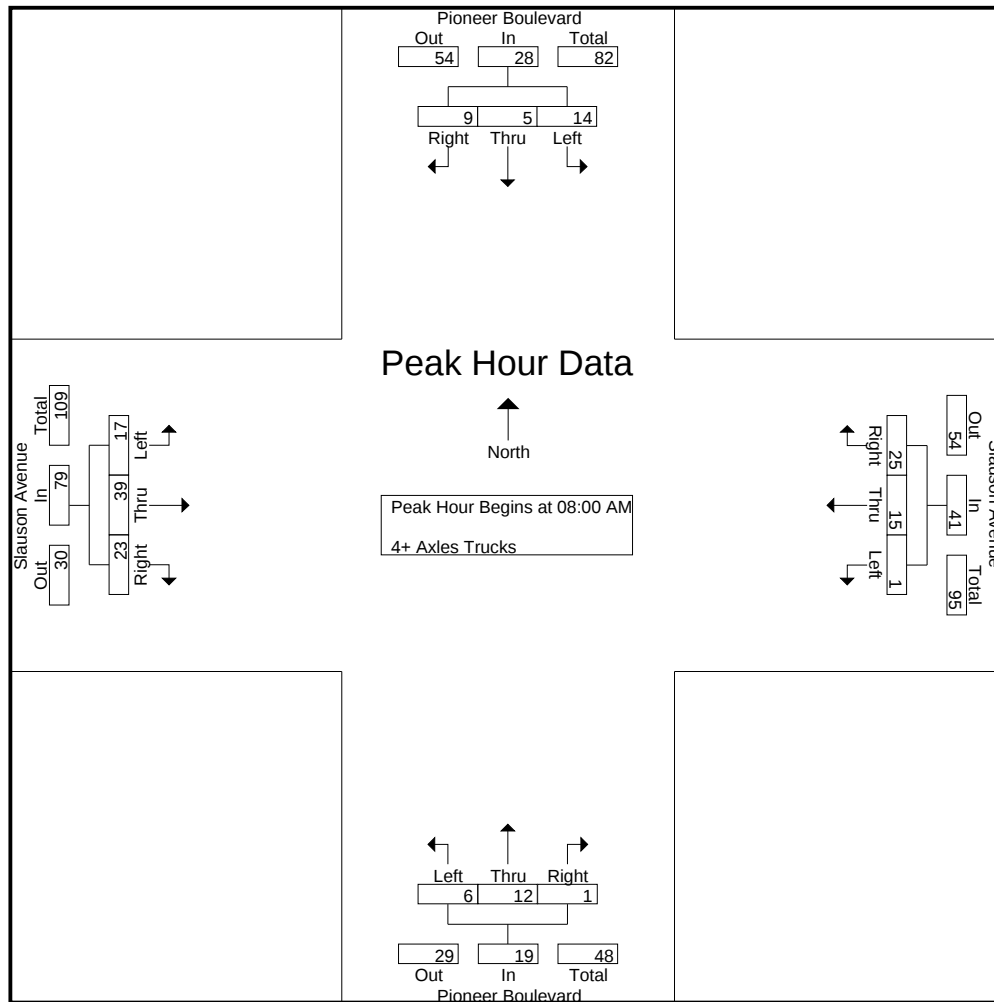
File Name : PioneerBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	1	1	6	0	6	6	12	1	4	0	5	3	7	4	14	37
08:15 AM	3	1	3	7	0	1	6	7	2	3	1	6	6	7	8	21	41
08:30 AM	4	0	3	7	0	3	7	10	2	3	0	5	4	14	5	23	45
08:45 AM	3	3	2	8	1	5	6	12	1	2	0	3	4	11	6	21	44
Total Volume	14	5	9	28	1	15	25	41	6	12	1	19	17	39	23	79	167
% App. Total	50	17.9	32.1		2.4	36.6	61		31.6	63.2	5.3		21.5	49.4	29.1		
PHF	.875	.417	.750	.875	.250	.625	.893	.854	.750	.750	.250	.792	.708	.696	.719	.859	.928



CITY TRAFFIC COUNTERS

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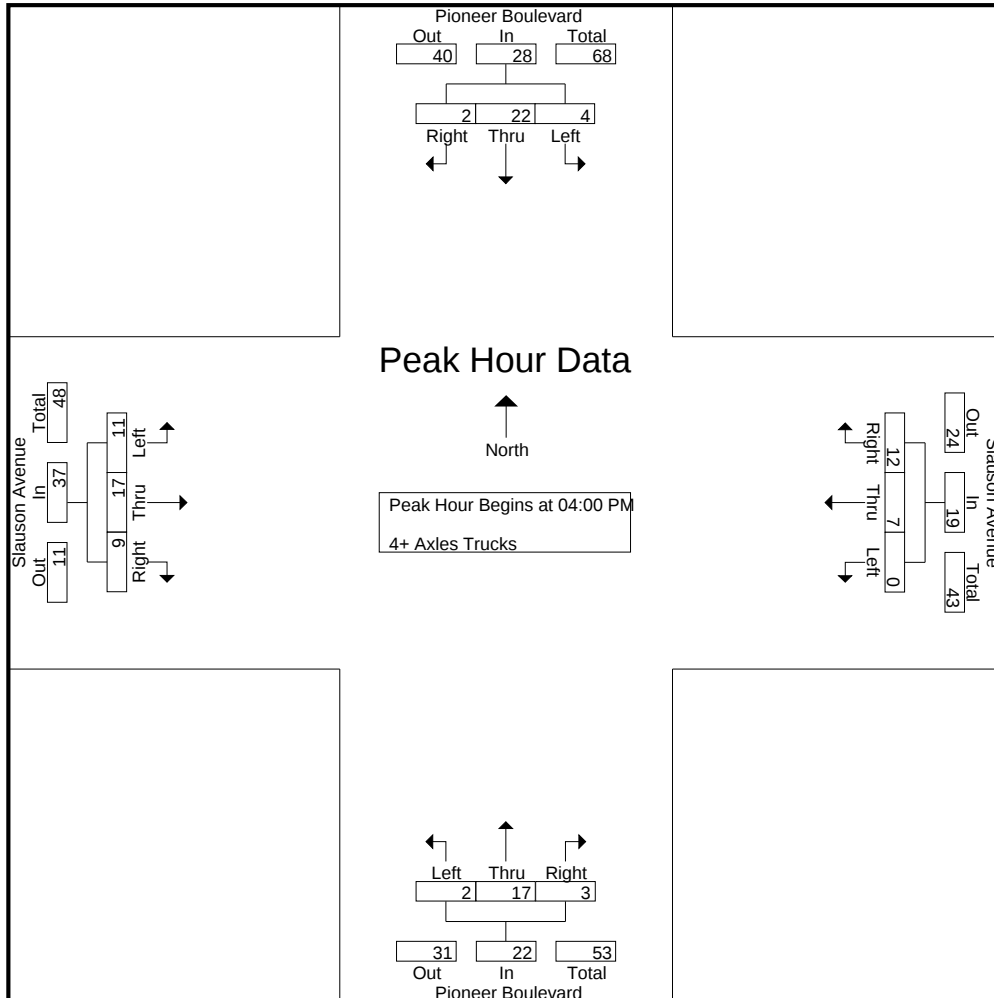
File Name : PioneerBlvd_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Slauson Avenue Westbound				Pioneer Boulevard Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	8	0	10	0	3	3	6	1	7	2	10	1	8	3	12	38
04:15 PM	1	4	1	6	0	0	4	4	1	1	0	2	2	4	1	7	19
04:30 PM	0	4	0	4	0	3	4	7	0	5	0	5	5	2	3	10	26
04:45 PM	1	6	1	8	0	1	1	2	0	4	1	5	3	3	2	8	23
Total Volume	4	22	2	28	0	7	12	19	2	17	3	22	11	17	9	37	106
% App. Total	14.3	78.6	7.1		0	36.8	63.2		9.1	77.3	13.6		29.7	45.9	24.3		
PHF	.500	.688	.500	.700	.000	.583	.750	.679	.500	.607	.375	.550	.550	.531	.750	.771	.697



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

	Pioneer Boulevard Southbound			Westbound			Pioneer Boulevard Northbound			I-605 Freeway Northbound Off-Ramp Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	81	0	0	0	0	0	140	0	50	0	86	357
07:15 AM	0	115	0	0	0	0	0	142	0	48	0	62	367
07:30 AM	0	170	0	0	0	0	0	202	0	44	0	72	488
07:45 AM	0	155	0	0	0	0	0	194	0	52	0	85	486
Total	0	521	0	0	0	0	0	678	0	194	0	305	1698
08:00 AM	0	120	0	0	0	0	0	197	0	56	0	77	450
08:15 AM	0	99	0	0	0	0	0	166	0	62	0	48	375
08:30 AM	0	90	0	0	0	0	0	170	0	60	0	58	378
08:45 AM	0	63	0	0	0	0	0	147	0	38	0	48	296
Total	0	372	0	0	0	0	0	680	0	216	0	231	1499
04:00 PM	0	140	0	0	0	0	0	243	0	36	0	41	460
04:15 PM	0	136	0	0	0	0	0	229	0	47	0	28	440
04:30 PM	0	134	0	0	0	0	0	253	0	32	0	32	451
04:45 PM	0	142	0	0	0	0	0	275	0	35	0	34	486
Total	0	552	0	0	0	0	0	1000	0	150	0	135	1837
05:00 PM	0	142	0	0	0	0	0	290	0	28	0	30	490
05:15 PM	0	136	0	0	0	0	0	290	0	28	0	34	488
05:30 PM	0	178	0	0	0	0	0	259	0	25	0	42	504
05:45 PM	0	128	0	0	0	0	0	230	0	33	0	39	430
Total	0	584	0	0	0	0	0	1069	0	114	0	145	1912
Grand Total	0	2029	0	0	0	0	0	3427	0	674	0	816	6946
Apprch %	0	100	0	0	0	0	0	100	0	45.2	0	54.8	
Total %	0	29.2	0	0	0	0	0	49.3	0	9.7	0	11.7	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

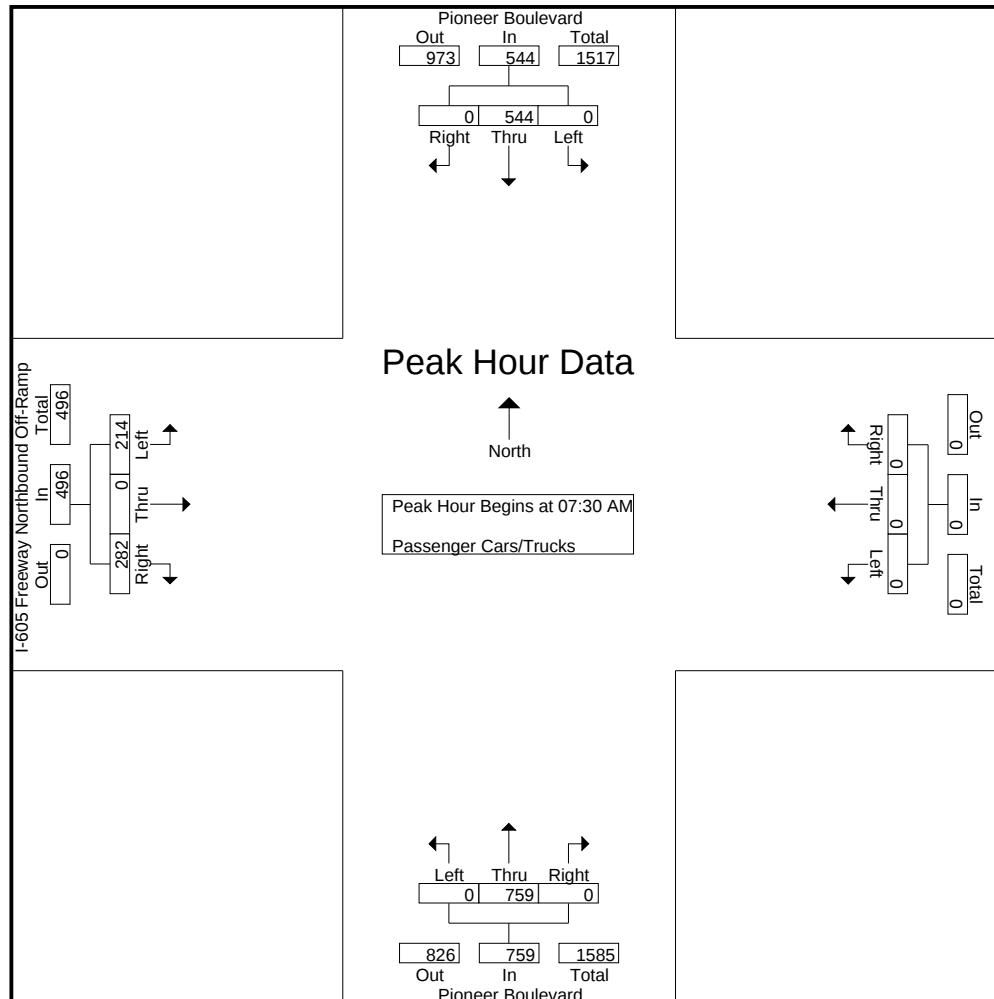
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	170	0	170	0	0	0	0	0	202	0	202	44	0	72	116	488
07:45 AM	0	155	0	155	0	0	0	0	0	194	0	194	52	0	85	137	486
08:00 AM	0	120	0	120	0	0	0	0	0	197	0	197	56	0	77	133	450
08:15 AM	0	99	0	99	0	0	0	0	0	166	0	166	62	0	48	110	375
Total Volume	0	544	0	544	0	0	0	0	0	759	0	759	214	0	282	496	1799
% App. Total	0	100	0		0	0	0		0	100	0		43.1	0	56.9		
PHF	.000	.800	.000	.800	.000	.000	.000	.000	.000	.939	.000	.939	.863	.000	.829	.905	.922



CITY TRAFFIC COUNTERS

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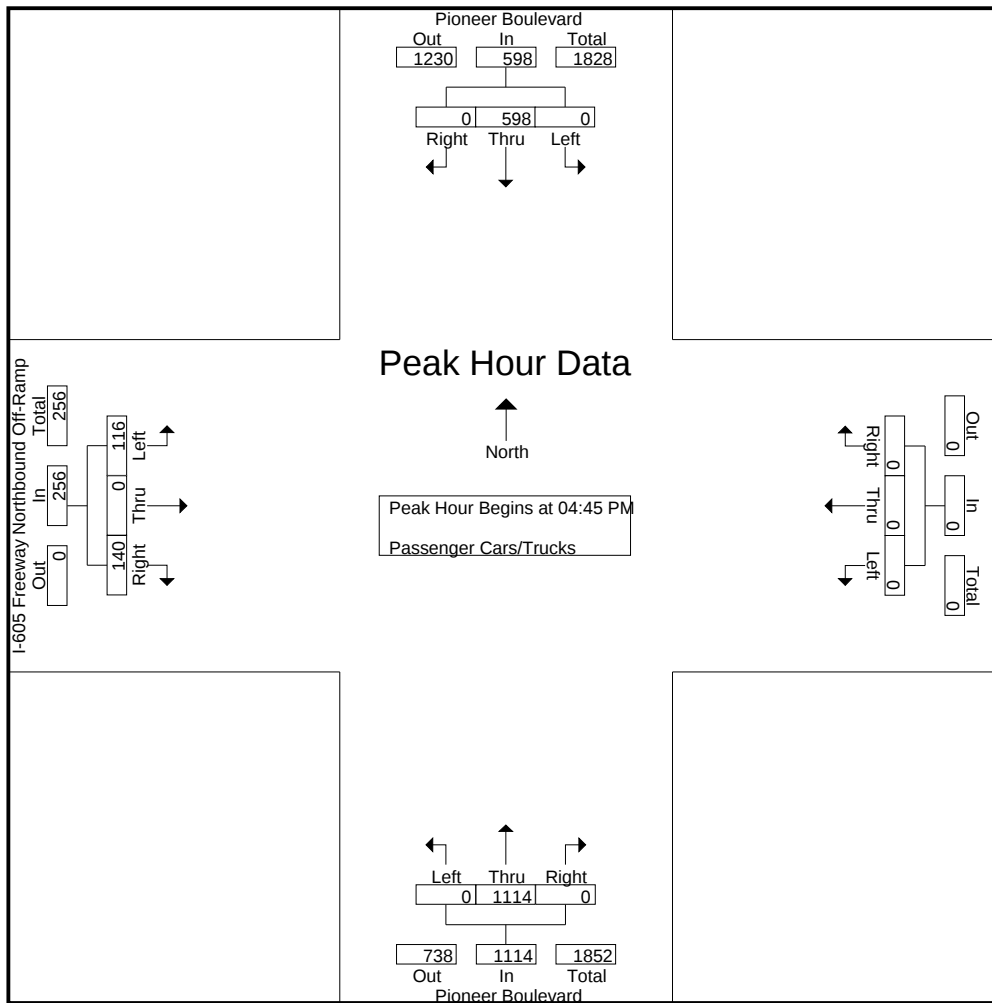
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	142	0	142	0	0	0	0	0	275	0	275	35	0	34	69	486
05:00 PM	0	142	0	142	0	0	0	0	0	290	0	290	28	0	30	58	490
05:15 PM	0	136	0	136	0	0	0	0	0	290	0	290	28	0	34	62	488
05:30 PM	0	178	0	178	0	0	0	0	0	259	0	259	25	0	42	67	504
Total Volume	0	598	0	598	0	0	0	0	0	1114	0	1114	116	0	140	256	1968
% App. Total	0	100	0		0	0	0		0	100	0		45.3	0	54.7		
PHF	.000	.840	.000	.840	.000	.000	.000	.000	.000	.960	.000	.960	.829	.000	.833	.928	.976



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	Pioneer Boulevard Southbound			Westbound			Pioneer Boulevard Northbound			I-605 Freeway Northbound Off-Ramp Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	2	0	0	0	0	0	16	0	1	0	3	22
07:15 AM	0	2	0	0	0	0	0	9	0	2	0	4	17
07:30 AM	0	6	0	0	0	0	0	19	0	1	0	3	29
07:45 AM	0	2	0	0	0	0	0	24	0	0	0	5	31
Total	0	12	0	0	0	0	0	68	0	4	0	15	99
08:00 AM	0	0	0	0	0	0	0	16	0	1	0	9	26
08:15 AM	0	1	0	0	0	0	0	12	0	1	0	4	18
08:30 AM	0	6	0	0	0	0	0	21	0	0	0	3	30
08:45 AM	0	1	0	0	0	0	0	15	0	3	0	9	28
Total	0	8	0	0	0	0	0	64	0	5	0	25	102
04:00 PM	0	3	0	0	0	0	0	8	0	1	0	3	15
04:15 PM	0	4	0	0	0	0	0	12	0	2	0	0	18
04:30 PM	0	2	0	0	0	0	0	10	0	1	0	0	13
04:45 PM	0	2	0	0	0	0	0	5	0	1	0	3	11
Total	0	11	0	0	0	0	0	35	0	5	0	6	57
05:00 PM	0	3	0	0	0	0	0	5	0	0	0	2	10
05:15 PM	0	0	0	0	0	0	0	5	0	1	0	1	7
05:30 PM	0	1	0	0	0	0	0	5	0	1	0	2	9
05:45 PM	0	3	0	0	0	0	0	7	0	1	0	1	12
Total	0	7	0	0	0	0	0	22	0	3	0	6	38
Grand Total	0	38	0	0	0	0	0	189	0	17	0	52	296
Apprch %	0	100	0	0	0	0	0	100	0	24.6	0	75.4	
Total %	0	12.8	0	0	0	0	0	63.9	0	5.7	0	17.6	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

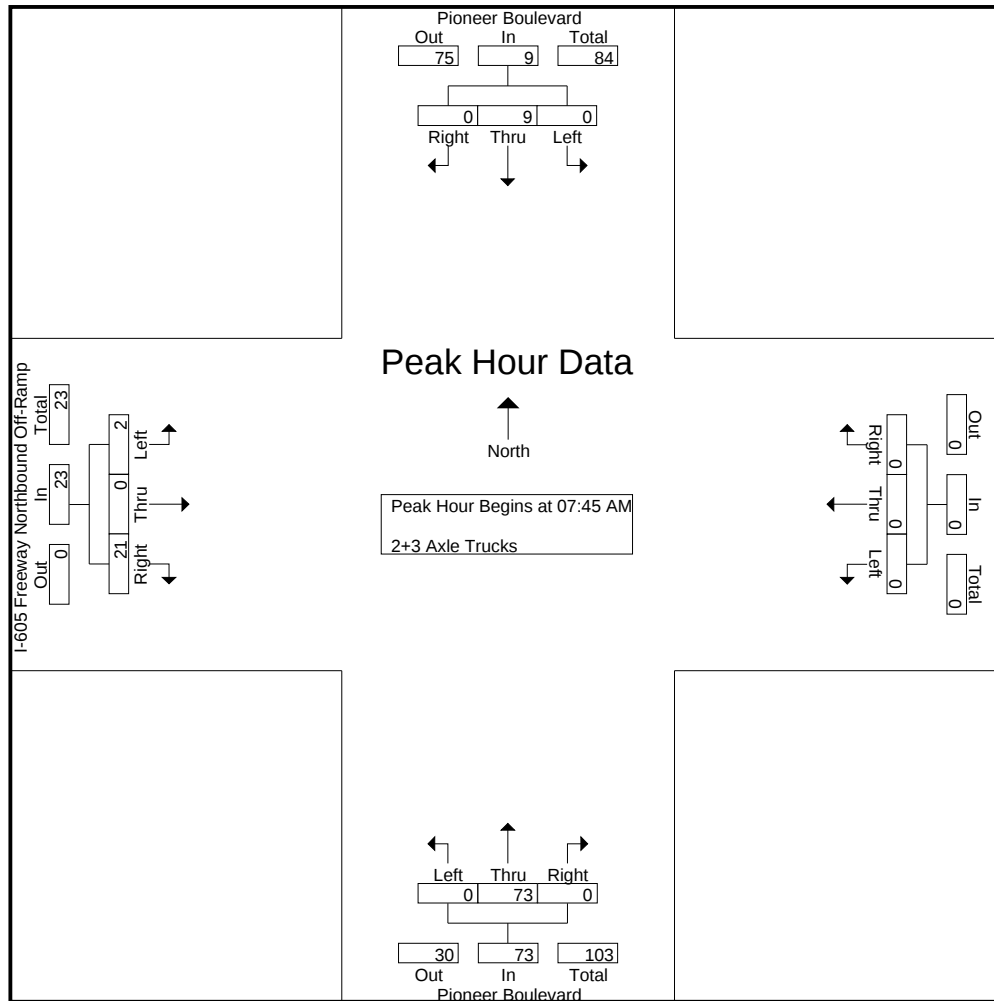
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	24	0	24	0	0	5	5	31
08:00 AM	0	0	0	0	0	0	0	0	0	16	0	16	1	0	9	10	26
08:15 AM	0	1	0	1	0	0	0	0	0	12	0	12	1	0	4	5	18
08:30 AM	0	6	0	6	0	0	0	0	0	21	0	21	0	0	3	3	30
Total Volume	0	9	0	9	0	0	0	0	0	73	0	73	2	0	21	23	105
% App. Total	0	100	0		0	0	0	0	0	100	0		8.7	0	91.3		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.760	.000	.760	.500	.000	.583	.575	.847



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

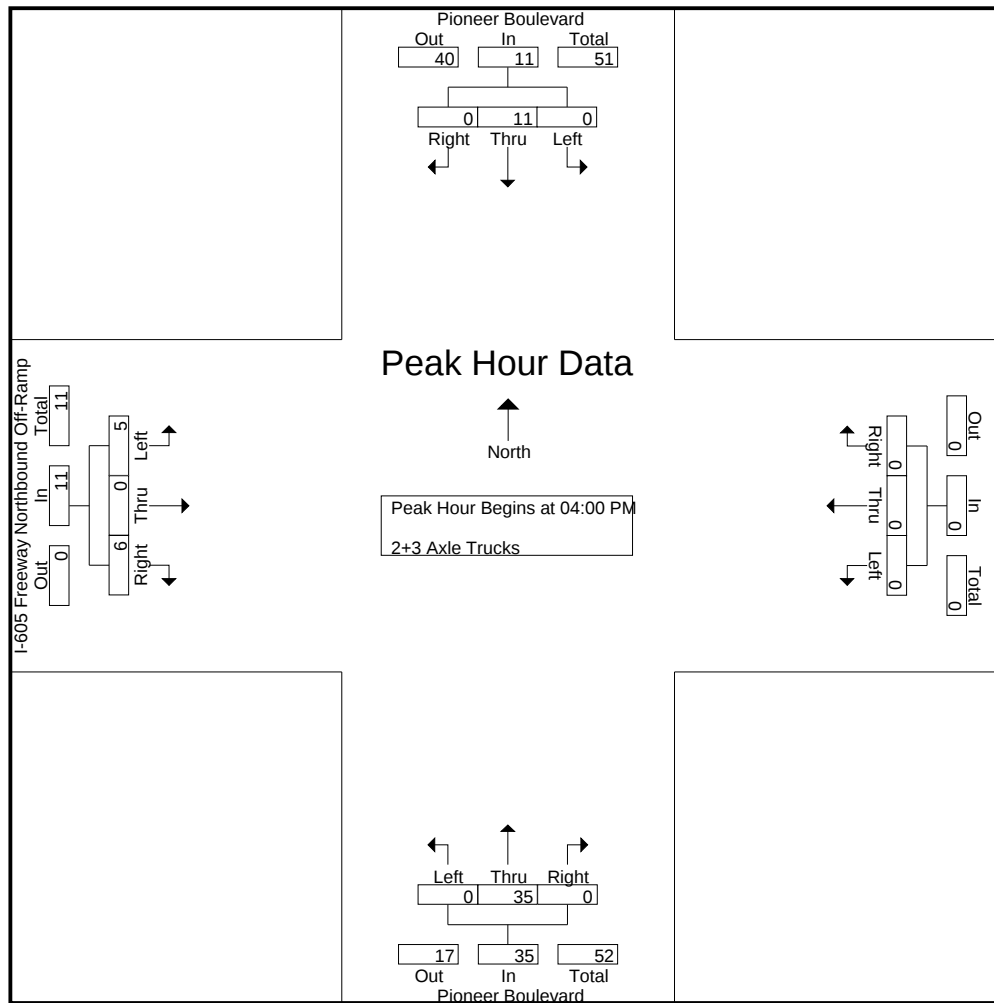
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	0	3	0	0	0	0	0	8	0	8	1	0	3	4	15
04:15 PM	0	4	0	4	0	0	0	0	0	12	0	12	2	0	0	2	18
04:30 PM	0	2	0	2	0	0	0	0	0	10	0	10	1	0	0	1	13
04:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	1	0	3	4	11
Total Volume	0	11	0	11	0	0	0	0	0	35	0	35	5	0	6	11	57
% App. Total	0	100	0		0	0	0		0	100	0		45.5	0	54.5		
PHF	.000	.688	.000	.688	.000	.000	.000	.000	.000	.729	.000	.729	.625	.000	.500	.688	.792



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_4+AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4+ Axle Trucks

	Pioneer Boulevard Southbound			Westbound			Pioneer Boulevard Northbound			I-605 Freeway Northbound Off-Ramp Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	1	0	0	0	0	0	11	0	3	0	4	19
07:15 AM	0	0	0	0	0	0	0	18	0	3	0	5	26
07:30 AM	0	1	0	0	0	0	0	14	0	0	0	3	18
07:45 AM	0	0	0	0	0	0	0	12	0	1	0	2	15
Total	0	2	0	0	0	0	0	55	0	7	0	14	78
08:00 AM	0	0	0	0	0	0	0	15	0	0	0	4	19
08:15 AM	0	0	0	0	0	0	0	14	0	1	0	5	20
08:30 AM	0	0	0	0	0	0	0	13	0	0	0	5	18
08:45 AM	0	0	0	0	0	0	0	15	0	0	0	7	22
Total	0	0	0	0	0	0	0	57	0	1	0	21	79
04:00 PM	0	0	0	0	0	0	0	12	0	0	0	11	23
04:15 PM	0	0	0	0	0	0	0	8	0	0	0	8	16
04:30 PM	0	1	0	0	0	0	0	15	0	0	0	3	19
04:45 PM	0	1	0	0	0	0	0	8	0	0	0	8	17
Total	0	2	0	0	0	0	0	43	0	0	0	30	75
05:00 PM	0	2	0	0	0	0	0	6	0	0	0	5	13
05:15 PM	0	1	0	0	0	0	0	9	0	0	0	5	15
05:30 PM	0	0	0	0	0	0	0	11	0	0	0	5	16
05:45 PM	0	0	0	0	0	0	0	4	0	1	0	1	6
Total	0	3	0	0	0	0	0	30	0	1	0	16	50
Grand Total	0	7	0	0	0	0	0	185	0	9	0	81	282
Apprch %	0	100	0	0	0	0	0	100	0	10	0	90	
Total %	0	2.5	0	0	0	0	0	65.6	0	3.2	0	28.7	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

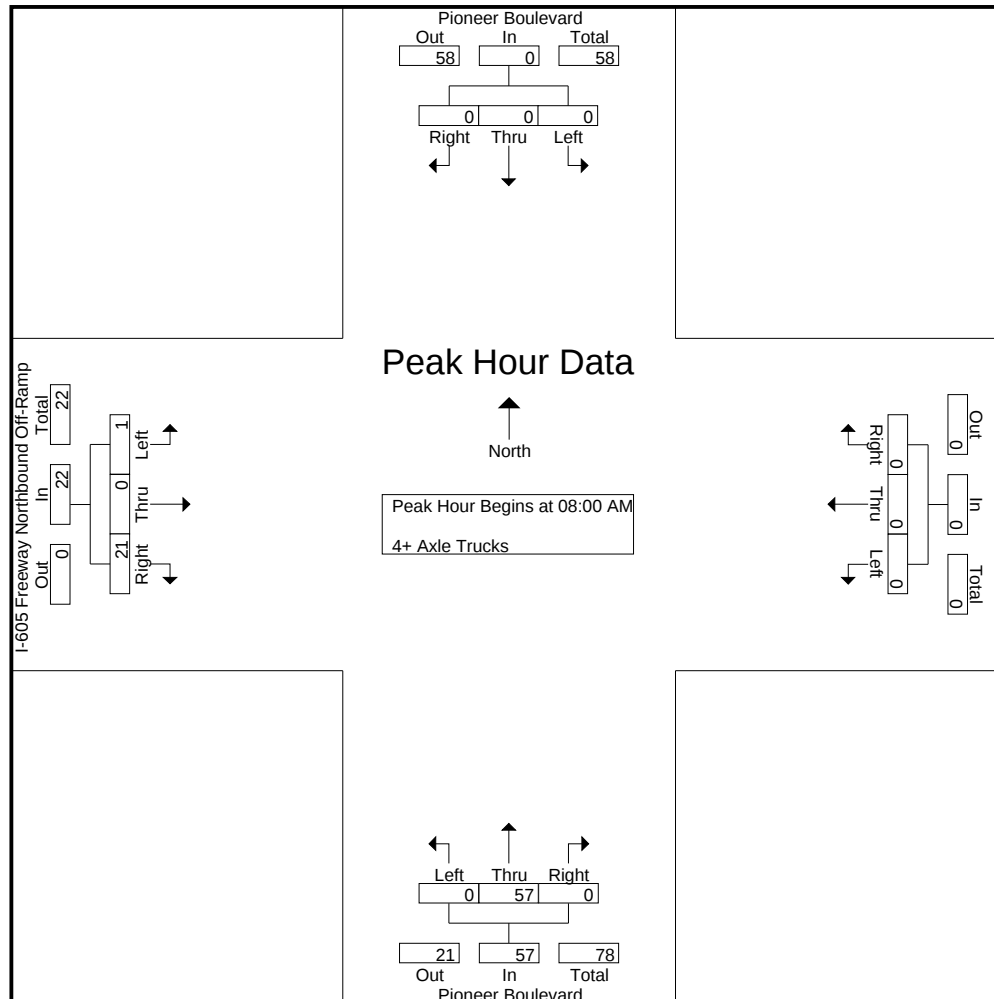
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_4+AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	15	0	15	0	0	4	4	19
08:15 AM	0	0	0	0	0	0	0	0	0	14	0	14	1	0	5	6	20
08:30 AM	0	0	0	0	0	0	0	0	0	13	0	13	0	0	5	5	18
08:45 AM	0	0	0	0	0	0	0	0	0	15	0	15	0	0	7	7	22
Total Volume	0	0	0	0	0	0	0	0	0	57	0	57	1	0	21	22	79
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	4.5	0	95.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.950	.000	.950	.250	.000	.750	.786	.898



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

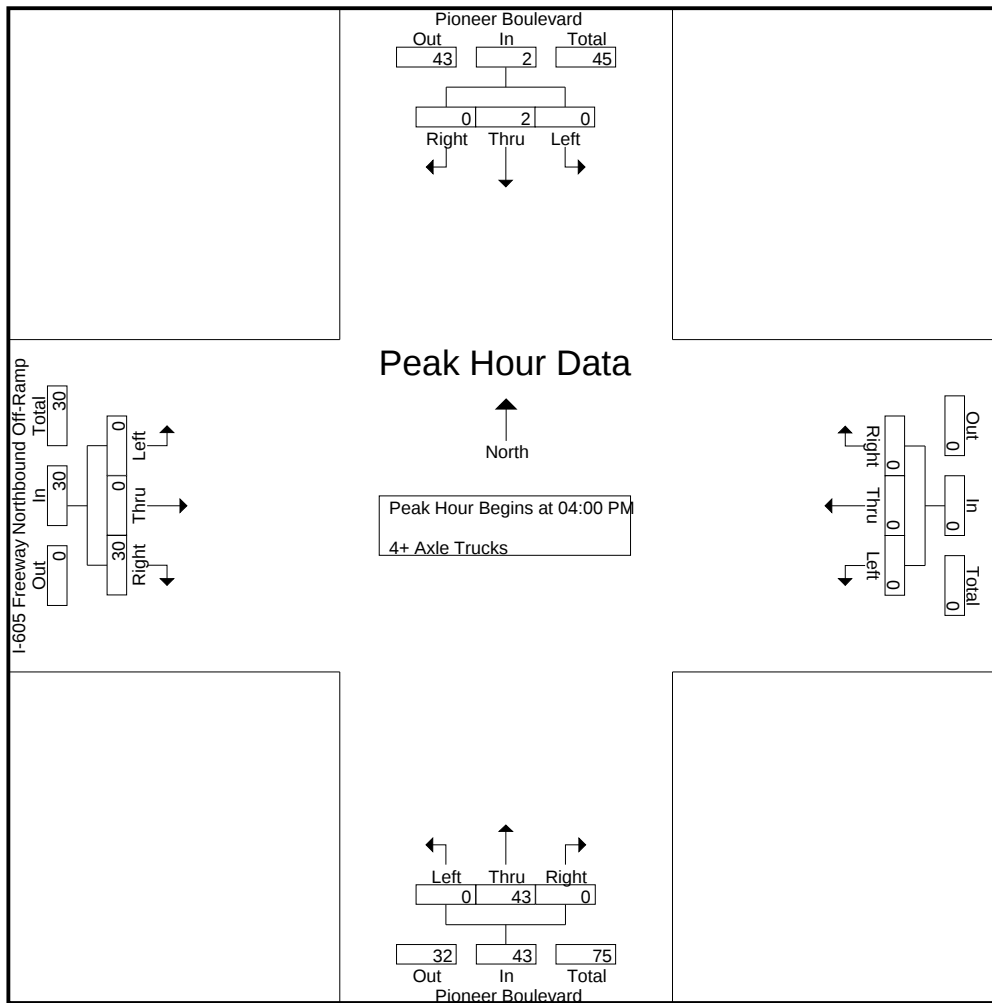
File Name : PioneerBlvd_I-605FrwyNBOff-Ramp_4+AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Pioneer Boulevard Southbound				Westbound				Pioneer Boulevard Northbound				I-605 Freeway Northbound Off-Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	12	0	12	0	0	11	11	23
04:15 PM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	8	16
04:30 PM	0	1	0	1	0	0	0	0	0	15	0	15	0	0	3	3	19
04:45 PM	0	1	0	1	0	0	0	0	0	8	0	8	0	0	8	8	17
Total Volume	0	2	0	2	0	0	0	0	0	43	0	43	0	0	30	30	75
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.717	.000	.717	.000	.000	.682	.682	.815



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : I-605FrwySBOff-Ramp_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

	I-605 Freeway Southbound Off-Ramp Southbound			Slauson Avenue Westbound			Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	56	0	72	0	282	0	0	0	0	0	123	0	533
07:15 AM	59	0	52	0	295	0	0	0	0	0	185	0	591
07:30 AM	86	0	46	0	303	0	0	0	0	0	222	0	657
07:45 AM	94	0	70	0	311	0	0	0	0	0	265	0	740
Total	295	0	240	0	1191	0	0	0	0	0	795	0	2521
08:00 AM	79	0	64	0	283	0	0	0	0	0	180	0	606
08:15 AM	73	0	64	0	254	0	0	0	0	0	172	0	563
08:30 AM	86	0	67	0	234	0	0	0	0	0	167	0	554
08:45 AM	56	0	76	0	228	0	0	0	0	0	167	0	527
Total	294	0	271	0	999	0	0	0	0	0	686	0	2250
04:00 PM	55	0	78	0	214	0	0	0	0	0	246	0	593
04:15 PM	70	0	88	0	201	0	0	0	0	0	270	0	629
04:30 PM	67	0	72	0	246	0	0	0	0	0	254	0	639
04:45 PM	45	0	47	0	214	0	0	0	0	0	268	0	574
Total	237	0	285	0	875	0	0	0	0	0	1038	0	2435
05:00 PM	52	0	60	0	233	0	0	0	0	0	263	0	608
05:15 PM	55	0	76	0	239	0	0	0	0	0	262	0	632
05:30 PM	50	0	65	0	235	0	0	0	0	0	261	0	611
05:45 PM	64	0	60	0	210	0	0	0	0	0	231	0	565
Total	221	0	261	0	917	0	0	0	0	0	1017	0	2416
Grand Total	1047	0	1057	0	3982	0	0	0	0	0	3536	0	9622
Apprch %	49.8	0	50.2	0	100	0	0	0	0	0	100	0	
Total %	10.9	0	11	0	41.4	0	0	0	0	0	36.7	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

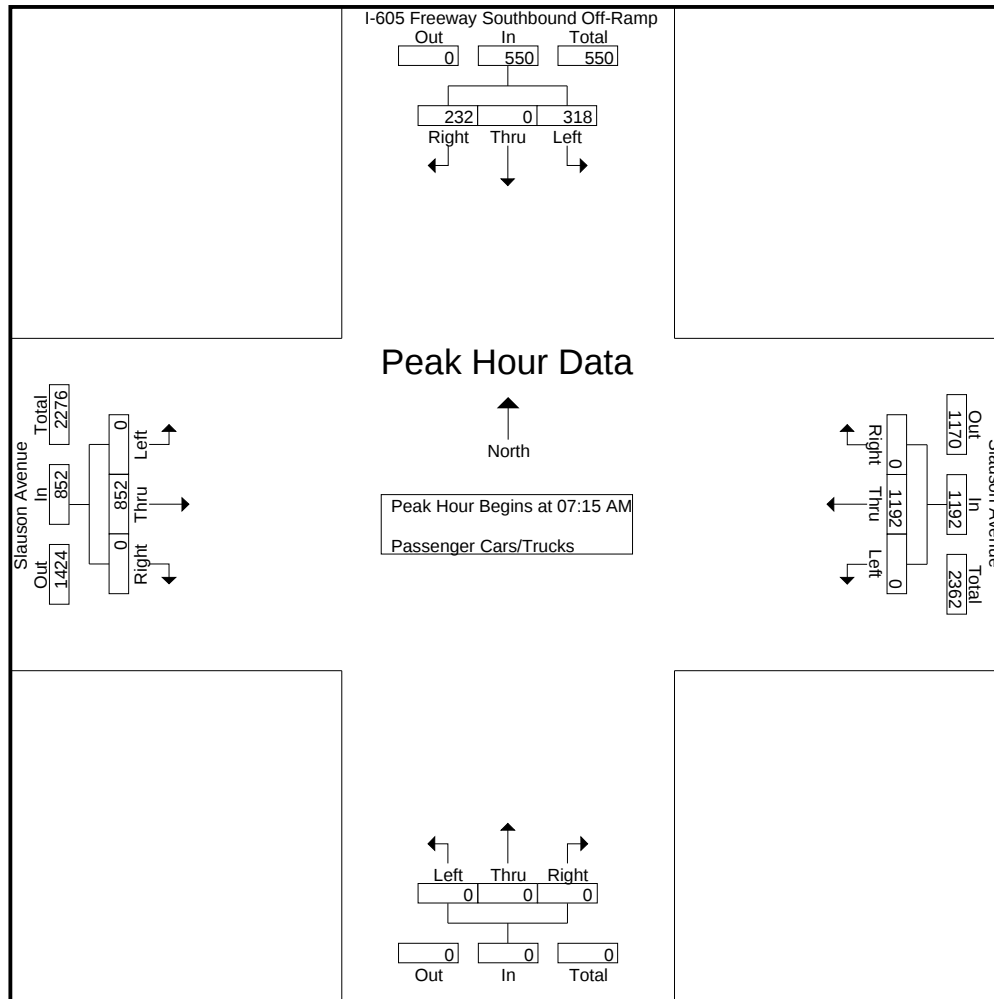
File Name : I-605FrwySBOff-Ramp_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	I-605 Freeway Southbound Off-Ramp Southbound				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	59	0	52	111	0	295	0	295	0	0	0	0	0	185	0	185	591
07:30 AM	86	0	46	132	0	303	0	303	0	0	0	0	0	222	0	222	657
07:45 AM	94	0	70	164	0	311	0	311	0	0	0	0	0	265	0	265	740
08:00 AM	79	0	64	143	0	283	0	283	0	0	0	0	0	180	0	180	606
Total Volume	318	0	232	550	0	1192	0	1192	0	0	0	0	0	852	0	852	2594
% App. Total	57.8	0	42.2		0	100	0		0	0	0		0	100	0		
PHF	.846	.000	.829	.838	.000	.958	.000	.958	.000	.000	.000	.000	.000	.804	.000	.804	.876



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

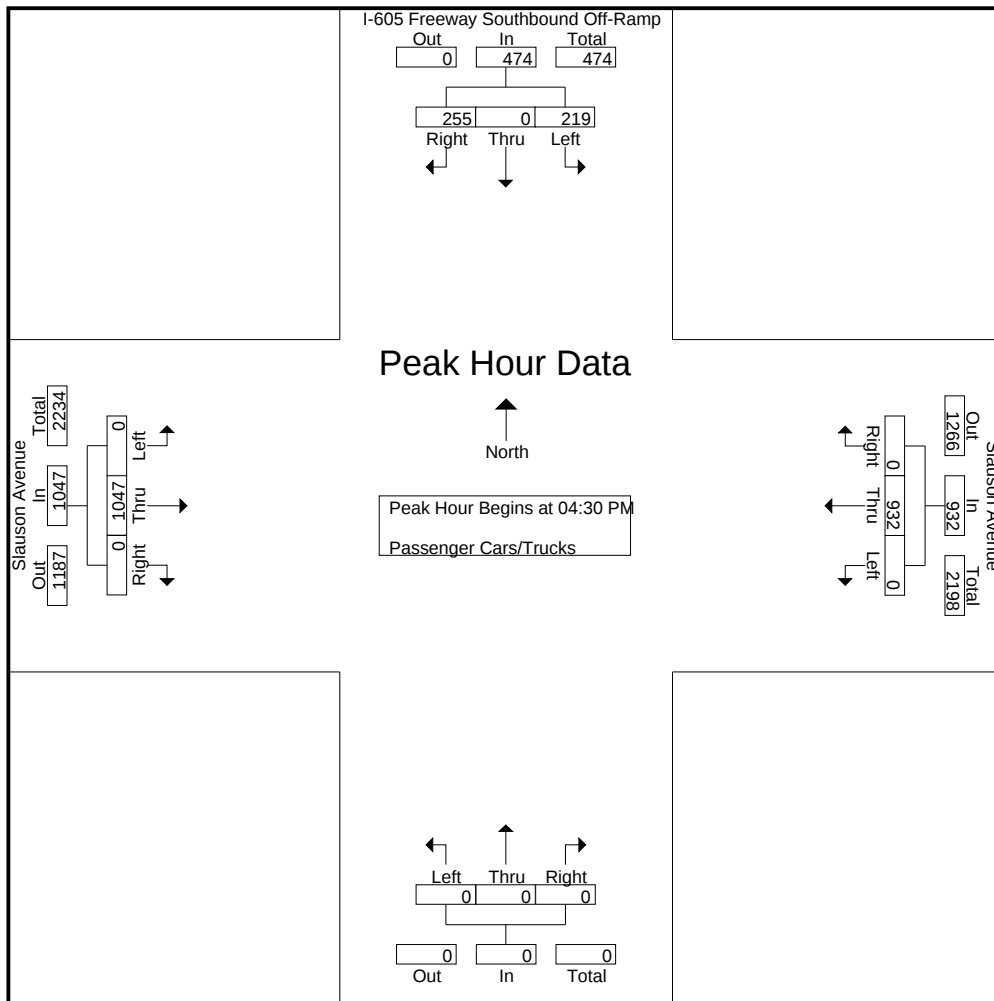
File Name : I-605FrwySBOff-Ramp_SlausonAve_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	I-605 Freeway Southbound Off-Ramp Southbound				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	67	0	72	139	0	246	0	246	0	0	0	0	0	254	0	254	639
04:45 PM	45	0	47	92	0	214	0	214	0	0	0	0	0	268	0	268	574
05:00 PM	52	0	60	112	0	233	0	233	0	0	0	0	0	263	0	263	608
05:15 PM	55	0	76	131	0	239	0	239	0	0	0	0	0	262	0	262	632
Total Volume	219	0	255	474	0	932	0	932	0	0	0	0	0	1047	0	1047	2453
% App. Total	46.2	0	53.8		0	100	0		0	0	0		0	100	0		
PHF	.817	.000	.839	.853	.000	.947	.000	.947	.000	.000	.000	.000	.000	.977	.000	.977	.960



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : I-605FrwySBOff-Ramp_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	I-605 Freeway Southbound Off-Ramp Southbound			Slauson Avenue Westbound			Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	14	0	5	0	11	0	0	0	0	0	3	0	33
07:15 AM	11	0	7	0	12	0	0	0	0	0	9	0	39
07:30 AM	13	0	5	0	15	0	0	0	0	0	5	0	38
07:45 AM	14	0	8	0	12	0	0	0	0	0	13	0	47
Total	52	0	25	0	50	0	0	0	0	0	30	0	157
08:00 AM	7	0	5	0	18	0	0	0	0	0	9	0	39
08:15 AM	9	0	8	0	25	0	0	0	0	0	15	0	57
08:30 AM	8	0	11	0	12	0	0	0	0	0	13	0	44
08:45 AM	10	0	12	0	13	0	0	0	0	0	13	0	48
Total	34	0	36	0	68	0	0	0	0	0	50	0	188
04:00 PM	5	0	7	0	6	0	0	0	0	0	11	0	29
04:15 PM	5	0	5	0	6	0	0	0	0	0	9	0	25
04:30 PM	7	0	3	0	7	0	0	0	0	0	10	0	27
04:45 PM	6	0	3	0	5	0	0	0	0	0	8	0	22
Total	23	0	18	0	24	0	0	0	0	0	38	0	103
05:00 PM	7	0	1	0	5	0	0	0	0	0	10	0	23
05:15 PM	5	0	5	0	4	0	0	0	0	0	2	0	16
05:30 PM	8	0	2	0	5	0	0	0	0	0	5	0	20
05:45 PM	4	0	2	0	4	0	0	0	0	0	6	0	16
Total	24	0	10	0	18	0	0	0	0	0	23	0	75
Grand Total	133	0	89	0	160	0	0	0	0	0	141	0	523
Apprch %	59.9	0	40.1	0	100	0	0	0	0	0	100	0	
Total %	25.4	0	17	0	30.6	0	0	0	0	0	27	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

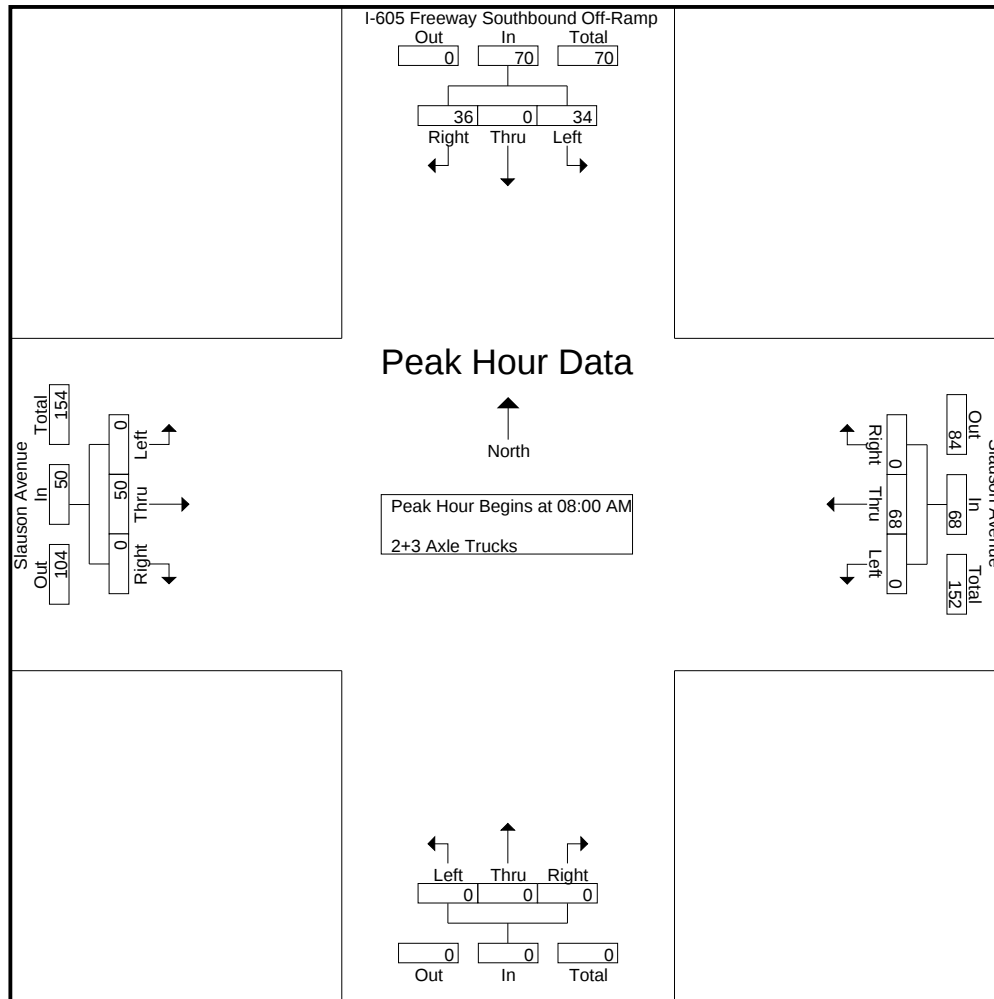
File Name : I-605FrwySBOff-Ramp_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	I-605 Freeway Southbound Off-Ramp Southbound				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	0	5	12	0	18	0	18	0	0	0	0	0	9	0	9	39
08:15 AM	9	0	8	17	0	25	0	25	0	0	0	0	0	15	0	15	57
08:30 AM	8	0	11	19	0	12	0	12	0	0	0	0	0	13	0	13	44
08:45 AM	10	0	12	22	0	13	0	13	0	0	0	0	0	13	0	13	48
Total Volume	34	0	36	70	0	68	0	68	0	0	0	0	0	50	0	50	188
% App. Total	48.6	0	51.4		0	100	0		0	0	0		0	100	0		
PHF	.850	.000	.750	.795	.000	.680	.000	.680	.000	.000	.000	.000	.000	.833	.000	.833	.825



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

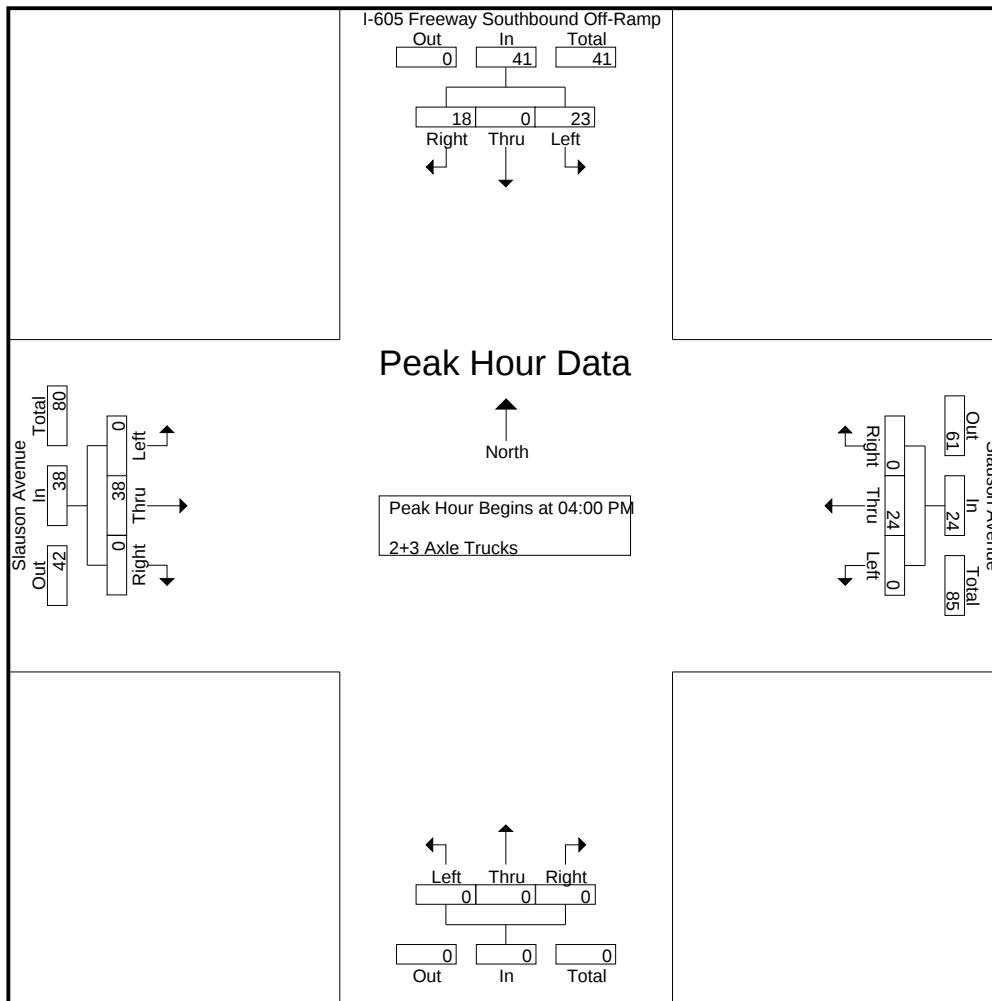
File Name : I-605FrwySBOff-Ramp_SlausonAve_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	I-605 Freeway Southbound Off-Ramp Southbound				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	0	7	12	0	6	0	6	0	0	0	0	0	11	0	11	29
04:15 PM	5	0	5	10	0	6	0	6	0	0	0	0	0	9	0	9	25
04:30 PM	7	0	3	10	0	7	0	7	0	0	0	0	0	10	0	10	27
04:45 PM	6	0	3	9	0	5	0	5	0	0	0	0	0	8	0	8	22
Total Volume	23	0	18	41	0	24	0	24	0	0	0	0	0	38	0	38	103
% App. Total	56.1	0	43.9		0	100	0		0	0	0		0	100	0		
PHF	.821	.000	.643	.854	.000	.857	.000	.857	.000	.000	.000	.000	.000	.864	.000	.864	.888



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : I-605FrwySBOff-Ramp_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4 + Axles Trucks

	I-605 Freeway Southbound Off-Ramp Southbound			Slauson Avenue Westbound			Northbound			Slauson Avenue Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	6	0	5	0	4	0	0	0	0	0	2	0	17
07:15 AM	9	0	8	0	5	0	0	0	0	0	14	0	36
07:30 AM	9	0	1	0	10	0	0	0	0	0	16	0	36
07:45 AM	9	0	5	0	6	0	0	0	0	0	9	0	29
Total	33	0	19	0	25	0	0	0	0	0	41	0	118
08:00 AM	9	0	5	0	7	0	0	0	0	0	8	0	29
08:15 AM	16	0	12	0	9	0	0	0	0	0	6	0	43
08:30 AM	8	0	12	0	8	0	0	0	0	0	8	0	36
08:45 AM	10	0	10	0	11	0	0	0	0	0	13	0	44
Total	43	0	39	0	35	0	0	0	0	0	35	0	152
04:00 PM	8	0	4	0	4	0	0	0	0	0	6	0	22
04:15 PM	4	0	4	0	1	0	0	0	0	0	7	0	16
04:30 PM	9	0	3	0	3	0	0	0	0	0	5	0	20
04:45 PM	3	0	3	0	0	0	0	0	0	0	4	0	10
Total	24	0	14	0	8	0	0	0	0	0	22	0	68
05:00 PM	3	0	8	0	2	0	0	0	0	0	5	0	18
05:15 PM	4	0	6	0	0	0	0	0	0	0	5	0	15
05:30 PM	2	0	6	0	1	0	0	0	0	0	5	0	14
05:45 PM	6	0	5	0	4	0	0	0	0	0	1	0	16
Total	15	0	25	0	7	0	0	0	0	0	16	0	63
Grand Total	115	0	97	0	75	0	0	0	0	0	114	0	401
Apprch %	54.2	0	45.8	0	100	0	0	0	0	0	100	0	
Total %	28.7	0	24.2	0	18.7	0	0	0	0	0	28.4	0	

CITY TRAFFIC COUNTERS

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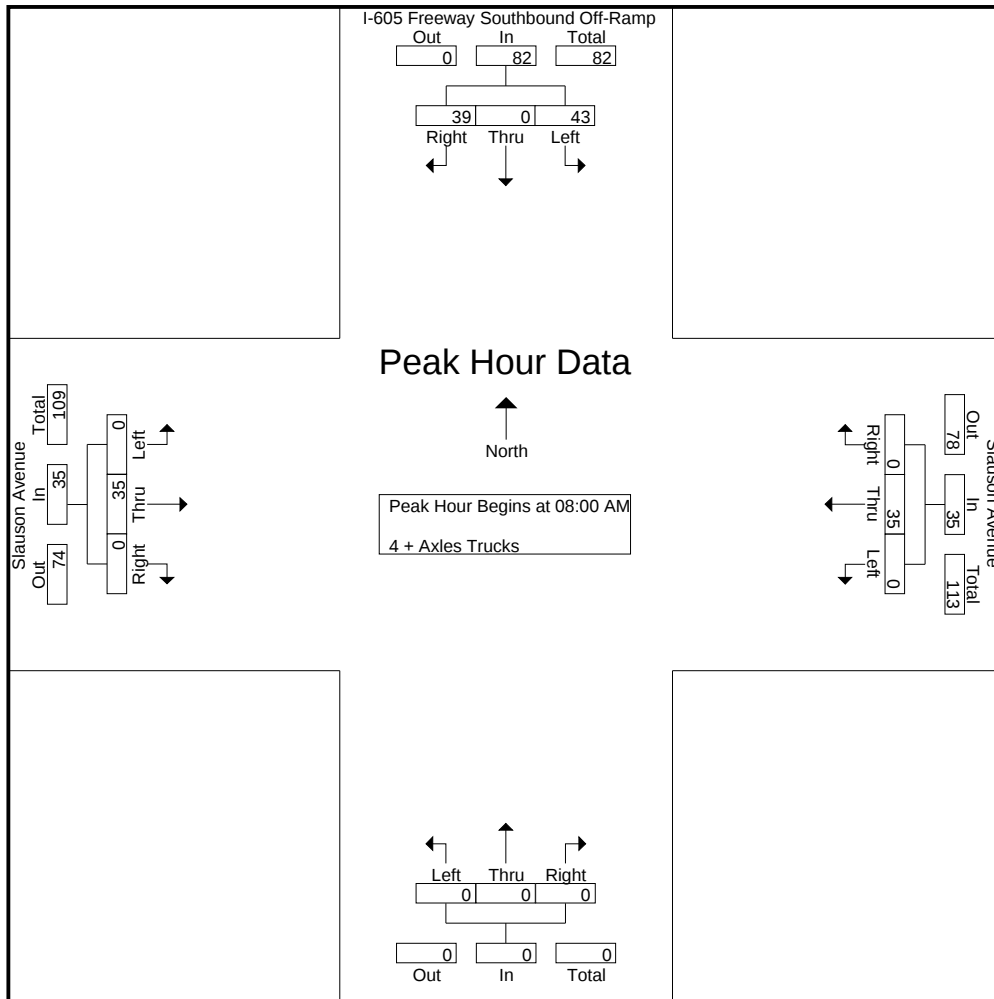
File Name : I-605FrwySBOff-Ramp_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	I-605 Freeway Southbound Off-Ramp				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	0	5	14	0	7	0	7	0	0	0	0	0	8	0	8	29
08:15 AM	16	0	12	28	0	9	0	9	0	0	0	0	0	6	0	6	43
08:30 AM	8	0	12	20	0	8	0	8	0	0	0	0	0	8	0	8	36
08:45 AM	10	0	10	20	0	11	0	11	0	0	0	0	0	13	0	13	44
Total Volume	43	0	39	82	0	35	0	35	0	0	0	0	0	35	0	35	152
% App. Total	52.4	0	47.6		0	100	0		0	0	0		0	100	0		
PHF	.672	.000	.813	.732	.000	.795	.000	.795	.000	.000	.000	.000	.000	.673	.000	.673	.864



CITY TRAFFIC COUNTERS

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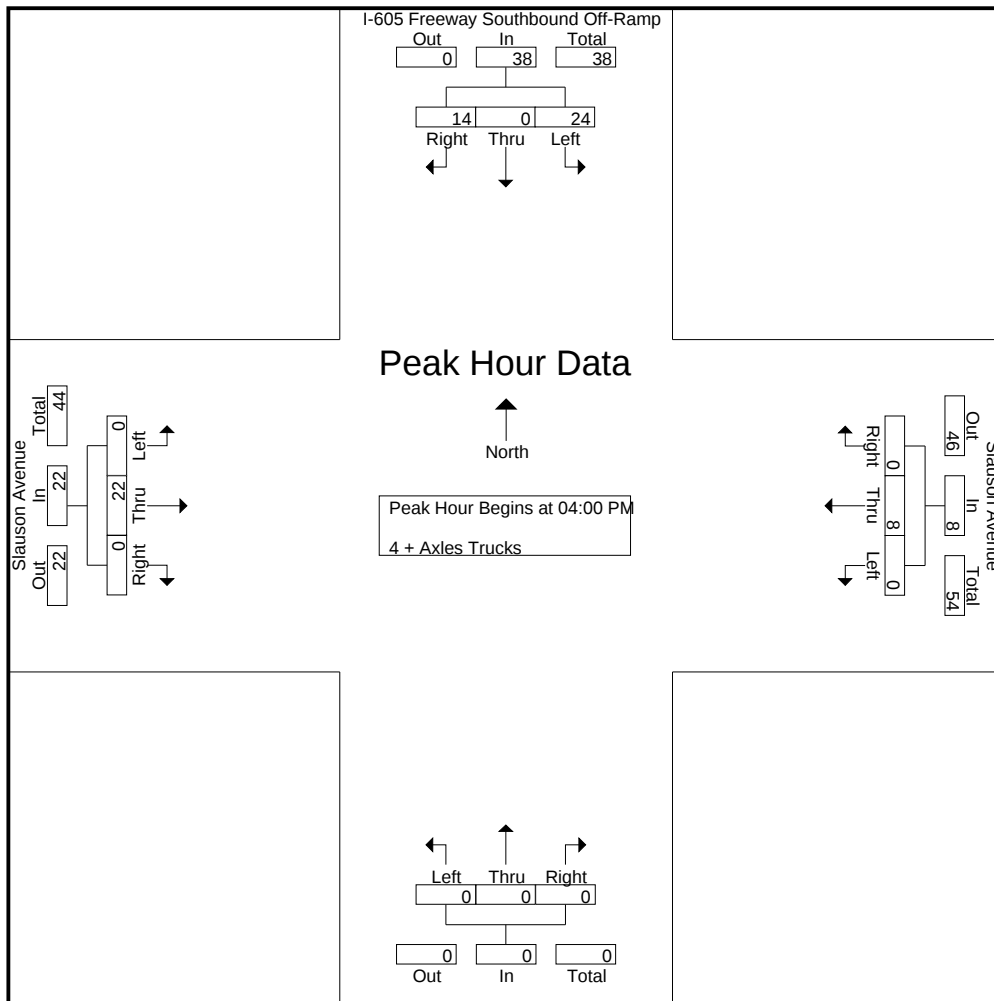
File Name : I-605FrwySBOff-Ramp_SlausonAve_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	I-605 Freeway Southbound Off-Ramp Southbound				Slauson Avenue Westbound				Northbound				Slauson Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	0	4	12	0	4	0	4	0	0	0	0	0	6	0	6	22
04:15 PM	4	0	4	8	0	1	0	1	0	0	0	0	0	7	0	7	16
04:30 PM	9	0	3	12	0	3	0	3	0	0	0	0	0	5	0	5	20
04:45 PM	3	0	3	6	0	0	0	0	0	0	0	0	0	4	0	4	10
Total Volume	24	0	14	38	0	8	0	8	0	0	0	0	0	22	0	22	68
% App. Total	63.2	0	36.8		0	100	0		0	0	0		0	100	0		
PHF	.667	.000	.875	.792	.000	.500	.000	.500	.000	.000	.000	.000	.000	.786	.000	.786	.773



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_TelegraphRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

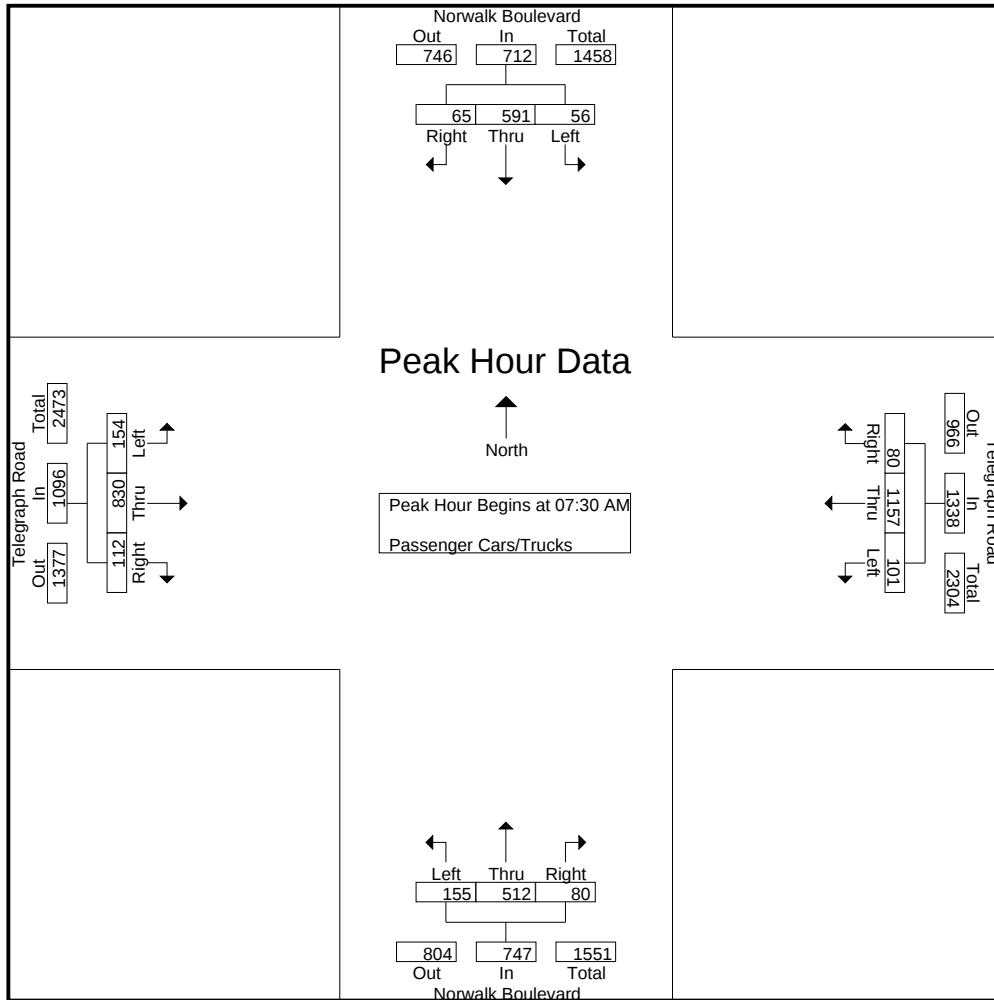
	Norwalk Boulevard Southbound			Telegraph Road Westbound			Norwalk Boulevard Northbound			Telegraph Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	11	72	16	9	227	10	24	90	11	30	153	25	678
07:15 AM	10	118	13	14	311	13	30	116	14	39	183	14	875
07:30 AM	15	117	14	22	300	20	41	133	17	42	207	22	950
07:45 AM	15	171	15	27	310	23	36	133	16	45	231	36	1058
Total	51	478	58	72	1148	66	131	472	58	156	774	97	3561
08:00 AM	12	177	18	27	283	16	38	134	22	36	194	19	976
08:15 AM	14	126	18	25	264	21	40	112	25	31	198	35	909
08:30 AM	11	87	21	19	259	20	38	85	22	30	196	26	814
08:45 AM	8	98	17	19	221	13	32	91	17	25	165	20	726
Total	45	488	74	90	1027	70	148	422	86	122	753	100	3425
04:00 PM	30	165	44	15	208	15	27	107	15	27	221	26	900
04:15 PM	30	165	41	12	190	16	28	103	23	28	229	30	895
04:30 PM	32	146	45	18	215	11	40	144	29	25	233	43	981
04:45 PM	38	148	42	18	183	10	35	121	22	30	231	46	924
Total	130	624	172	63	796	52	130	475	89	110	914	145	3700
05:00 PM	34	121	41	21	245	11	46	148	27	26	243	18	981
05:15 PM	32	137	40	24	231	10	38	124	28	26	234	19	943
05:30 PM	31	139	34	15	193	13	40	100	26	18	229	30	868
05:45 PM	24	108	22	16	161	6	26	79	23	19	214	28	726
Total	121	505	137	76	830	40	150	451	104	89	920	95	3518
Grand Total	347	2095	441	301	3801	228	559	1820	337	477	3361	437	14204
Apprch %	12	72.7	15.3	7	87.8	5.3	20.6	67	12.4	11.2	78.6	10.2	
Total %	2.4	14.7	3.1	2.1	26.8	1.6	3.9	12.8	2.4	3.4	23.7	3.1	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_TelegraphRd_Passenger
 Site Code : 00000000
 Start Date : 4/19/2023
 Page No : 2

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	117	14	146	22	300	20	342	41	133	17	191	42	207	22	271	950
07:45 AM	15	171	15	201	27	310	23	360	36	133	16	185	45	231	36	312	1058
08:00 AM	12	177	18	207	27	283	16	326	38	134	22	194	36	194	19	249	976
08:15 AM	14	126	18	158	25	264	21	310	40	112	25	177	31	198	35	264	909
Total Volume	56	591	65	712	101	1157	80	1338	155	512	80	747	154	830	112	1096	3893
% App. Total	7.9	83	9.1		7.5	86.5	6		20.7	68.5	10.7		14.1	75.7	10.2		
PHF	.933	.835	.903	.860	.935	.933	.870	.929	.945	.955	.800	.963	.856	.898	.778	.878	.920



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

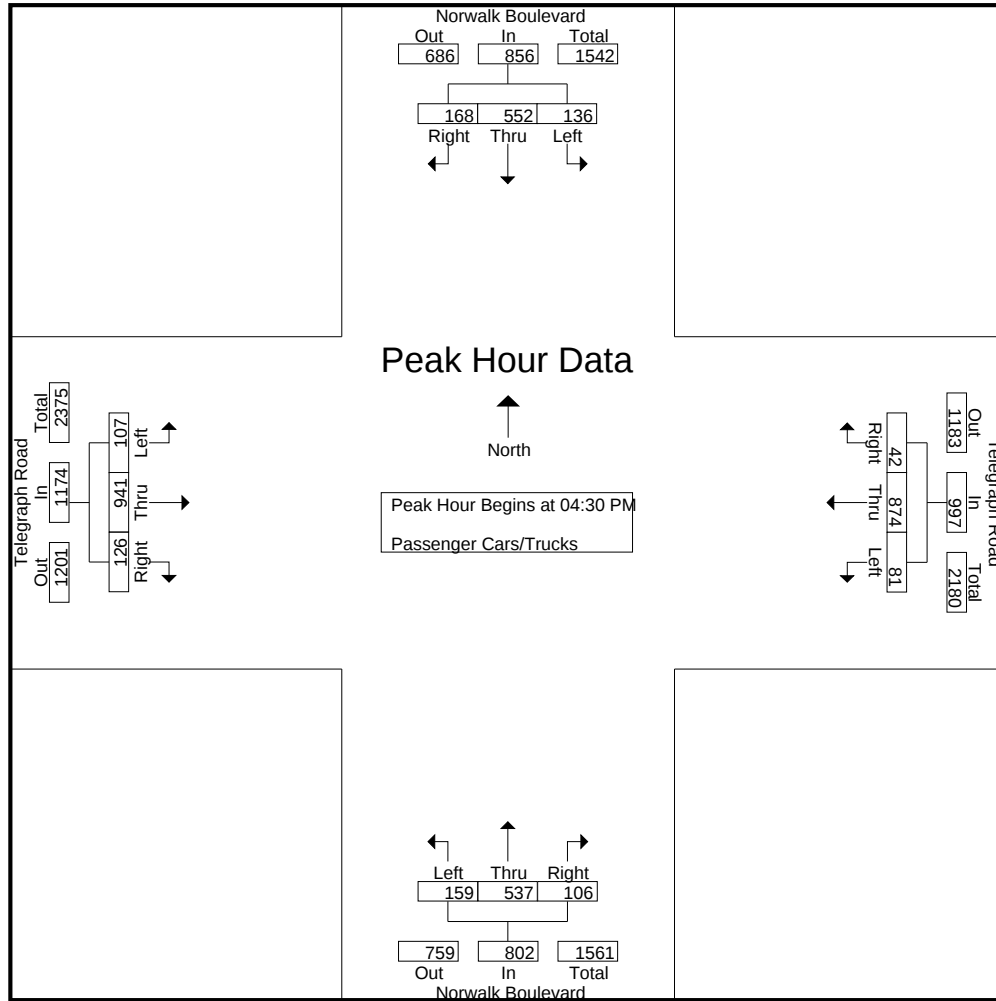
File Name : NorwalkBlvd_TelegraphRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	146	45	223	18	215	11	244	40	144	29	213	25	233	43	301	981
04:45 PM	38	148	42	228	18	183	10	211	35	121	22	178	30	231	46	307	924
05:00 PM	34	121	41	196	21	245	11	277	46	148	27	221	26	243	18	287	981
05:15 PM	32	137	40	209	24	231	10	265	38	124	28	190	26	234	19	279	943
Total Volume	136	552	168	856	81	874	42	997	159	537	106	802	107	941	126	1174	3829
% App. Total	15.9	64.5	19.6		8.1	87.7	4.2		19.8	67	13.2		9.1	80.2	10.7		
PHF	.895	.932	.933	.939	.844	.892	.955	.900	.864	.907	.914	.907	.892	.968	.685	.956	.976



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_TelegraphRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	Norwalk Boulevard Southbound			Telegraph Road Westbound			Norwalk Boulevard Northbound			Telegraph Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	11	4	5	20	1	7	8	2	4	13	4	81
07:15 AM	1	4	3	2	19	1	4	3	1	1	4	4	47
07:30 AM	1	15	3	2	14	5	2	7	2	5	4	6	66
07:45 AM	1	6	4	1	11	3	3	10	2	3	8	4	56
Total	5	36	14	10	64	10	16	28	7	13	29	18	250
08:00 AM	2	6	2	1	9	2	1	7	1	3	6	2	42
08:15 AM	3	7	3	3	14	2	4	6	4	5	8	3	62
08:30 AM	2	10	3	1	16	2	4	3	3	3	7	3	57
08:45 AM	1	10	4	2	16	3	3	8	2	4	11	2	66
Total	8	33	12	7	55	9	12	24	10	15	32	10	227
04:00 PM	2	3	2	4	2	2	2	14	3	1	7	2	44
04:15 PM	2	2	2	1	4	1	2	9	2	2	10	3	40
04:30 PM	1	1	1	2	3	2	1	8	5	2	13	3	42
04:45 PM	2	5	2	1	3	1	1	6	4	1	4	3	33
Total	7	11	7	8	12	6	6	37	14	6	34	11	159
05:00 PM	3	3	2	1	2	3	2	3	3	2	7	2	33
05:15 PM	2	6	1	2	2	1	2	4	2	1	6	1	30
05:30 PM	3	7	2	2	4	2	2	3	3	1	4	2	35
05:45 PM	1	1	3	2	1	2	1	4	2	1	4	1	23
Total	9	17	8	7	9	8	7	14	10	5	21	6	121
Grand Total	29	97	41	32	140	33	41	103	41	39	116	45	757
Apprch %	17.4	58.1	24.6	15.6	68.3	16.1	22.2	55.7	22.2	19.5	58	22.5	
Total %	3.8	12.8	5.4	4.2	18.5	4.4	5.4	13.6	5.4	5.2	15.3	5.9	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

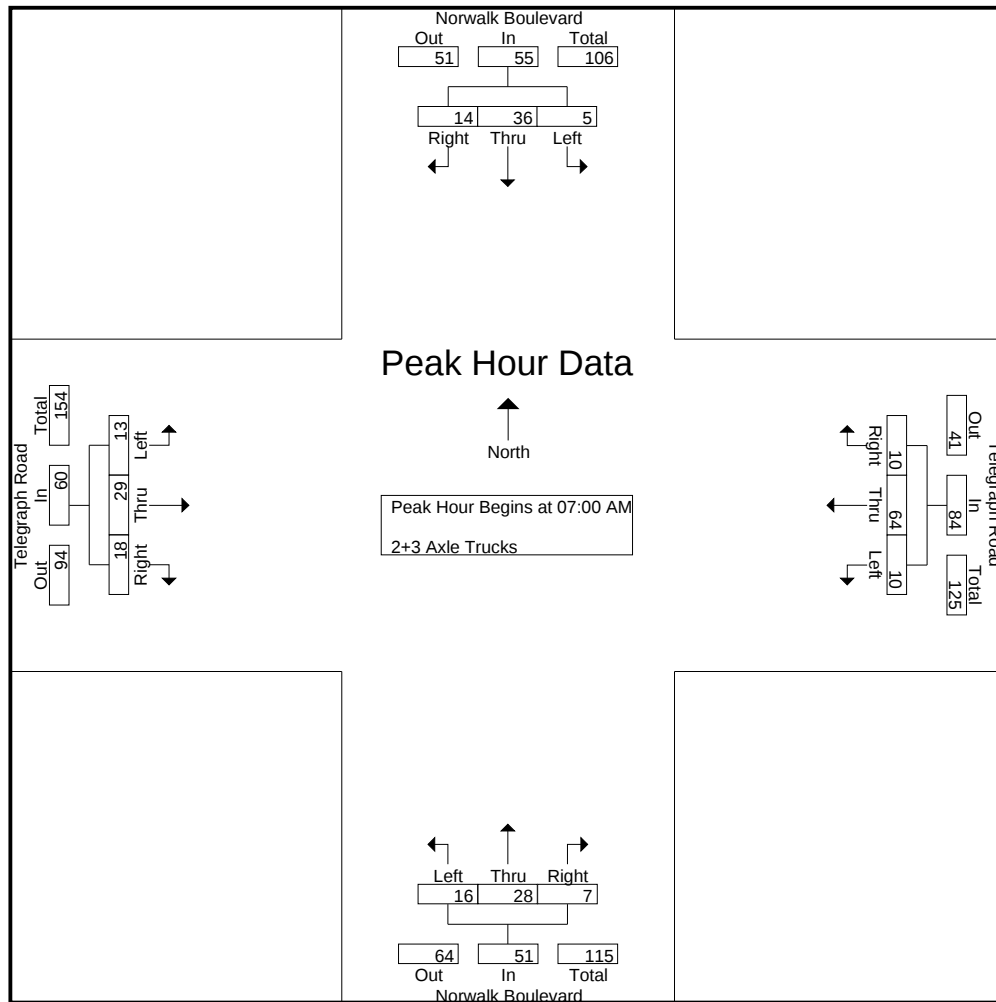
File Name : NorwalkBlvd_TelegraphRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	11	4	17	5	20	1	26	7	8	2	17	4	13	4	21	81
07:15 AM	1	4	3	8	2	19	1	22	4	3	1	8	1	4	4	9	47
07:30 AM	1	15	3	19	2	14	5	21	2	7	2	11	5	4	6	15	66
07:45 AM	1	6	4	11	1	11	3	15	3	10	2	15	3	8	4	15	56
Total Volume	5	36	14	55	10	64	10	84	16	28	7	51	13	29	18	60	250
% App. Total	9.1	65.5	25.5		11.9	76.2	11.9		31.4	54.9	13.7		21.7	48.3	30		
PHF	.625	.600	.875	.724	.500	.800	.500	.808	.571	.700	.875	.750	.650	.558	.750	.714	.772



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

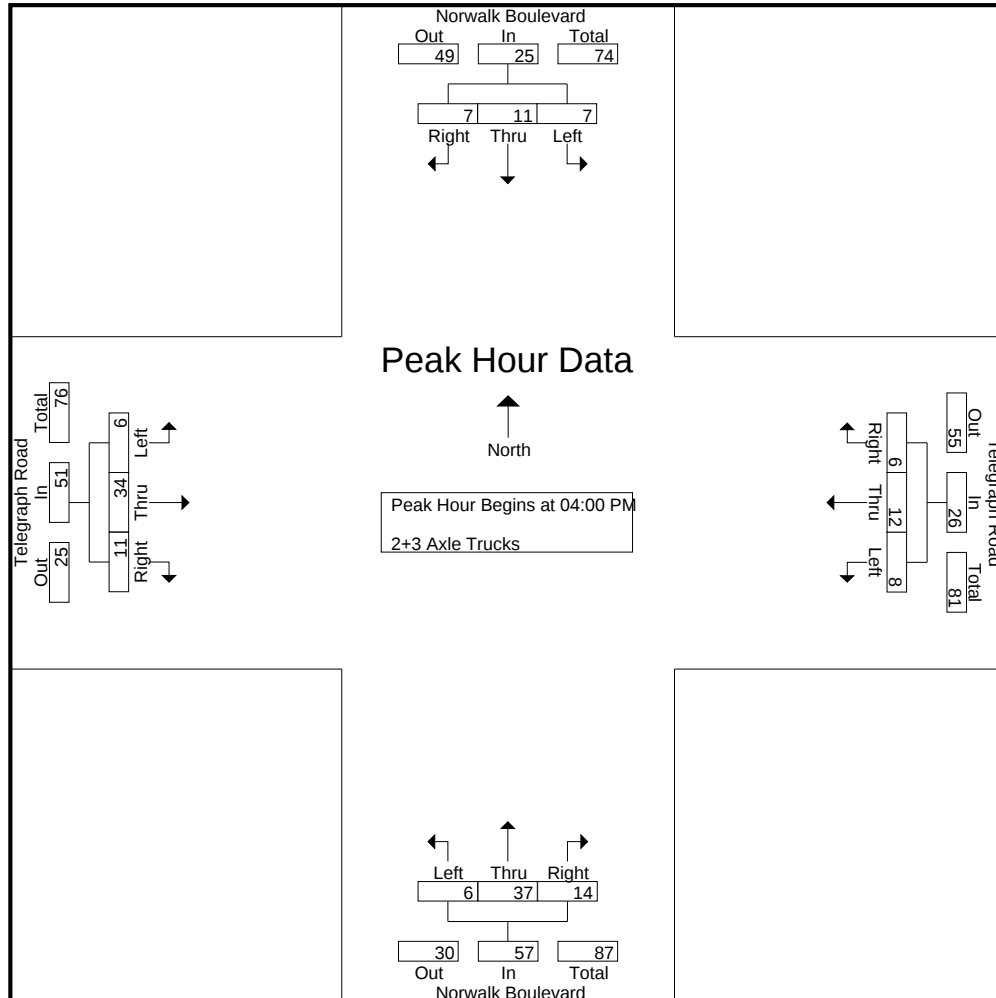
File Name : NorwalkBlvd_TelegraphRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	3	2	7	4	2	2	8	2	14	3	19	1	7	2	10	44
04:15 PM	2	2	2	6	1	4	1	6	2	9	2	13	2	10	3	15	40
04:30 PM	1	1	1	3	2	3	2	7	1	8	5	14	2	13	3	18	42
04:45 PM	2	5	2	9	1	3	1	5	1	6	4	11	1	4	3	8	33
Total Volume	7	11	7	25	8	12	6	26	6	37	14	57	6	34	11	51	159
% App. Total	28	44	28		30.8	46.2	23.1		10.5	64.9	24.6		11.8	66.7	21.6		
PHF	.875	.550	.875	.694	.500	.750	.750	.813	.750	.661	.700	.750	.750	.654	.917	.708	.903



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_TelegraphRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4+ Axles Trucks

	Norwalk Boulevard Southbound			Telegraph Road Westbound			Norwalk Boulevard Northbound			Telegraph Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	5	5	1	4	0	0	12	1	1	2	0	31
07:15 AM	1	10	1	0	6	0	2	4	1	5	4	2	36
07:30 AM	1	8	2	2	5	1	3	16	0	1	1	1	41
07:45 AM	0	11	1	0	6	1	6	8	2	2	4	1	42
Total	2	34	9	3	21	2	11	40	4	9	11	4	150
08:00 AM	3	13	4	0	7	2	4	12	0	0	2	1	48
08:15 AM	1	7	1	0	10	0	1	8	0	1	1	1	31
08:30 AM	1	9	3	1	4	3	3	7	2	2	5	0	40
08:45 AM	0	6	4	0	6	0	5	10	0	2	5	1	39
Total	5	35	12	1	27	5	13	37	2	5	13	3	158
04:00 PM	1	4	0	0	5	0	0	9	1	0	5	1	26
04:15 PM	0	13	2	1	8	1	2	5	0	2	2	1	37
04:30 PM	0	8	2	0	0	1	1	6	1	0	4	1	24
04:45 PM	1	8	1	0	2	0	1	7	1	0	7	1	29
Total	2	33	5	1	15	2	4	27	3	2	18	4	116
05:00 PM	0	8	2	0	2	0	0	4	0	1	3	3	23
05:15 PM	0	7	0	0	5	0	0	8	0	1	3	3	27
05:30 PM	0	5	0	0	3	0	1	7	0	0	6	0	22
05:45 PM	0	6	0	1	3	0	1	3	0	1	3	3	21
Total	0	26	2	1	13	0	2	22	0	3	15	9	93
Grand Total	9	128	28	6	76	9	30	126	9	19	57	20	517
Apprch %	5.5	77.6	17	6.6	83.5	9.9	18.2	76.4	5.5	19.8	59.4	20.8	
Total %	1.7	24.8	5.4	1.2	14.7	1.7	5.8	24.4	1.7	3.7	11	3.9	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

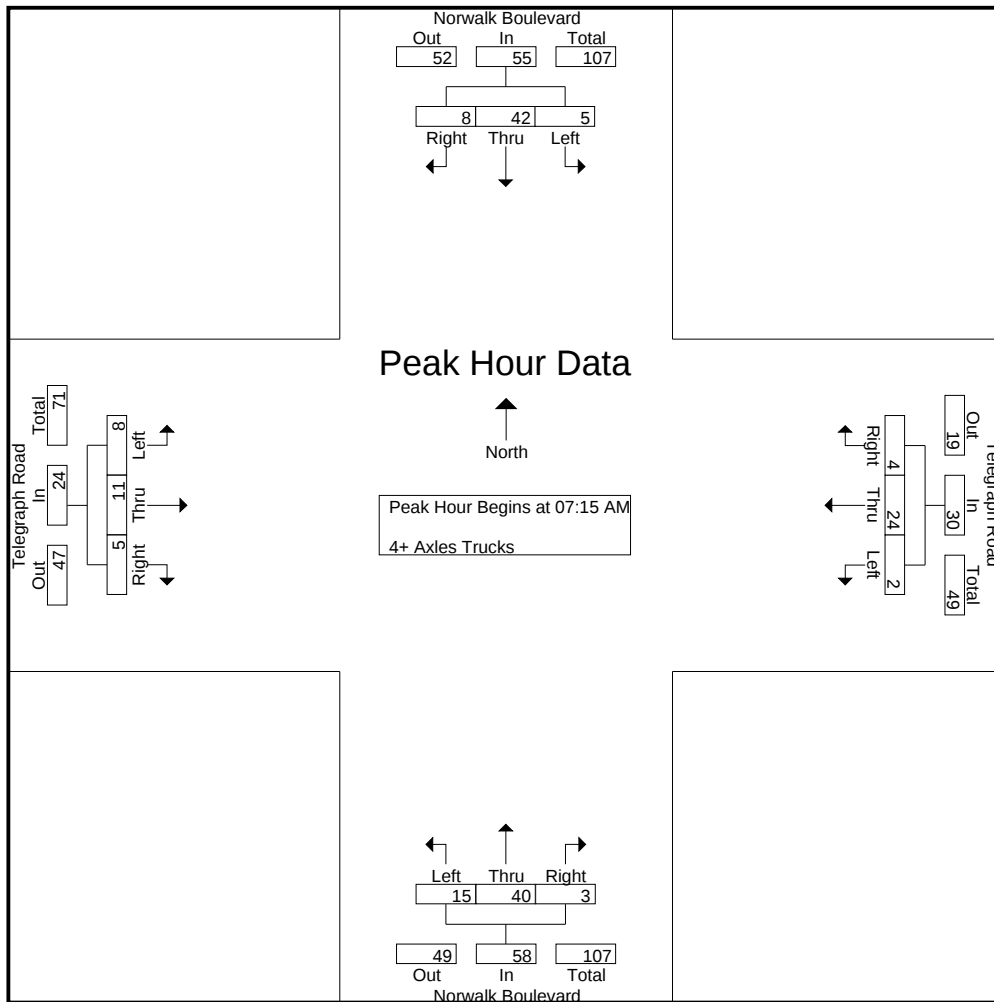
File Name : NorwalkBlvd_TelegraphRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	10	1	12	0	6	0	6	2	4	1	7	5	4	2	11	36
07:30 AM	1	8	2	11	2	5	1	8	3	16	0	19	1	1	1	3	41
07:45 AM	0	11	1	12	0	6	1	7	6	8	2	16	2	4	1	7	42
08:00 AM	3	13	4	20	0	7	2	9	4	12	0	16	0	2	1	3	48
Total Volume	5	42	8	55	2	24	4	30	15	40	3	58	8	11	5	24	167
% App. Total	9.1	76.4	14.5		6.7	80	13.3		25.9	69	5.2		33.3	45.8	20.8		
PHF	.417	.808	.500	.688	.250	.857	.500	.833	.625	.625	.375	.763	.400	.688	.625	.545	.870



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

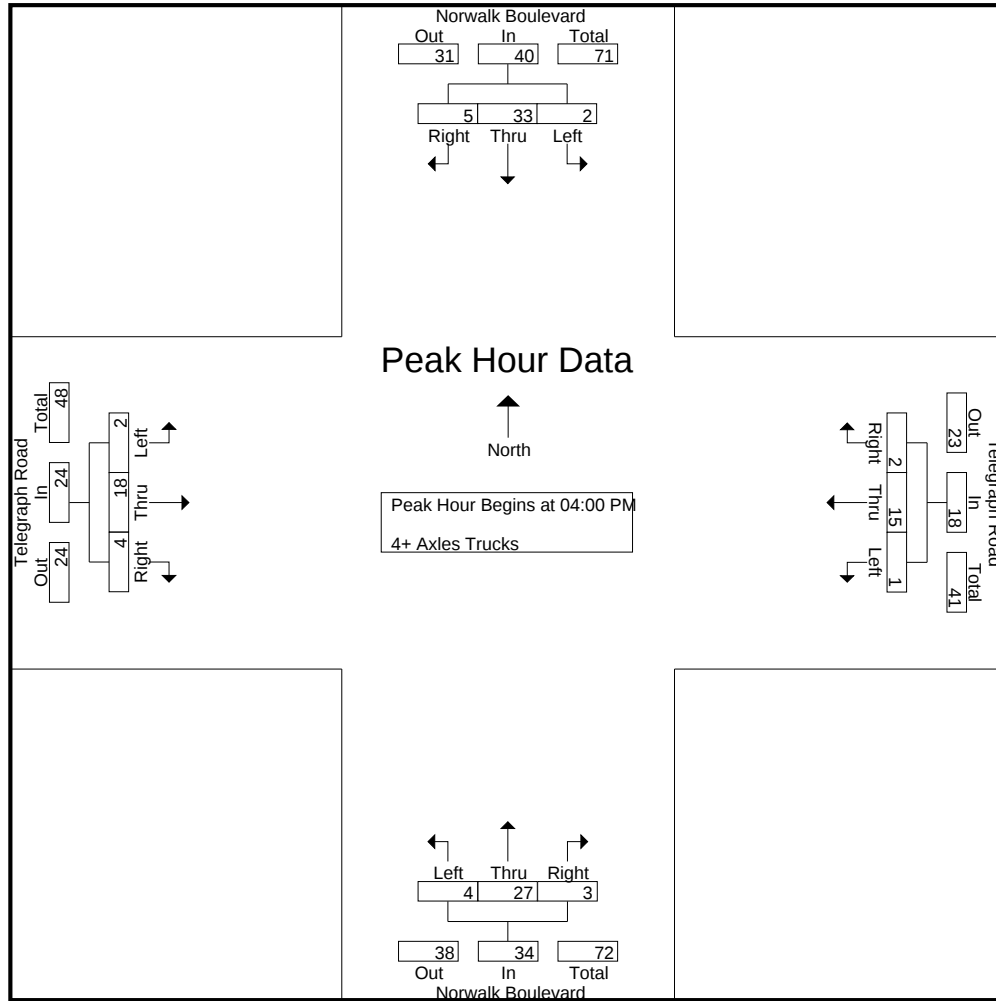
File Name : NorwalkBlvd_TelegraphRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Telegraph Road Westbound				Norwalk Boulevard Northbound				Telegraph Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	4	0	5	0	5	0	5	0	9	1	10	0	5	1	6	26
04:15 PM	0	13	2	15	1	8	1	10	2	5	0	7	2	2	1	5	37
04:30 PM	0	8	2	10	0	0	1	1	1	6	1	8	0	4	1	5	24
04:45 PM	1	8	1	10	0	2	0	2	1	7	1	9	0	7	1	8	29
Total Volume	2	33	5	40	1	15	2	18	4	27	3	34	2	18	4	24	116
% App. Total	5	82.5	12.5		5.6	83.3	11.1		11.8	79.4	8.8		8.3	75	16.7		
PHF	.500	.635	.625	.667	.250	.469	.500	.450	.500	.750	.750	.850	.250	.643	1.00	.750	.784



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_LosNietosRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars / Trucks

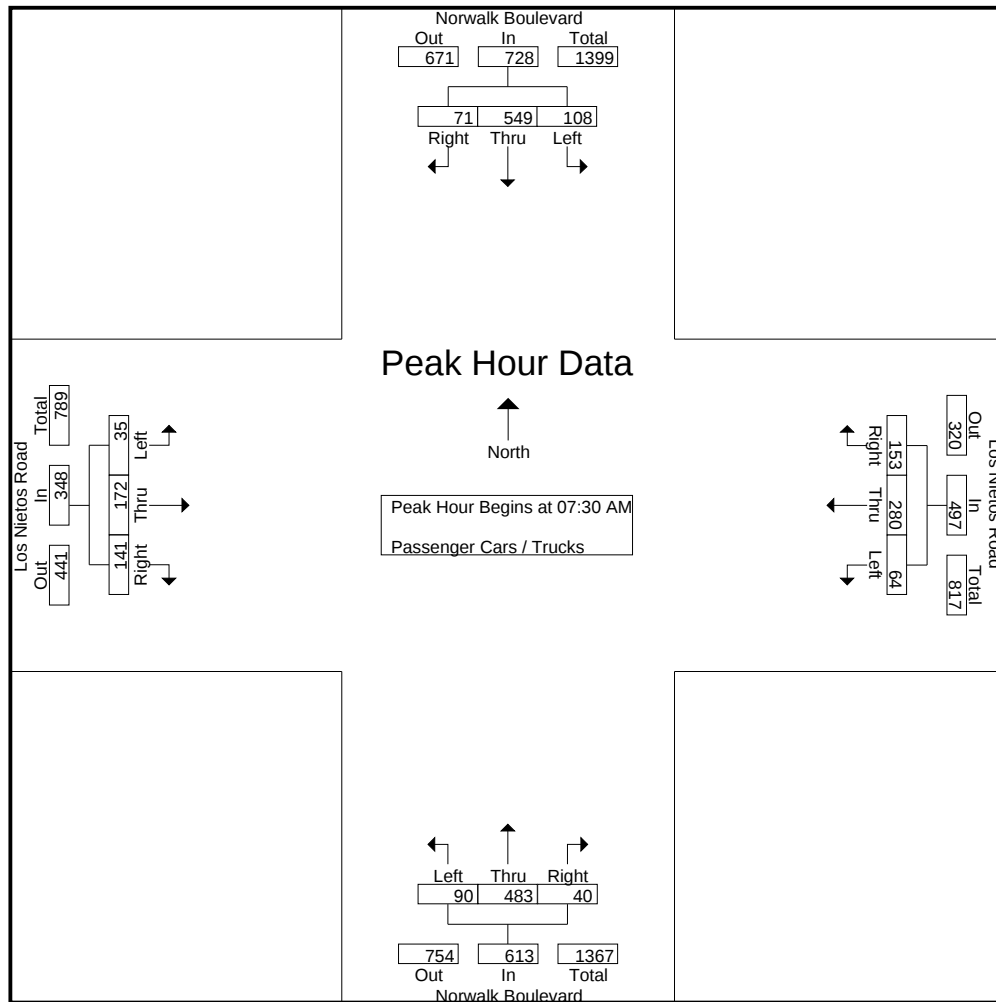
	Norwalk Boulevard Southbound			Los Nietos Road Westbound			Norwalk Boulevard Northbound			Los Nietos Road Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	10	77	6	13	51	24	13	67	15	7	34	25	342
07:15 AM	21	116	9	16	46	25	15	105	14	5	33	21	426
07:30 AM	28	137	13	10	73	44	20	117	9	10	32	27	520
07:45 AM	26	158	13	17	53	35	38	122	10	5	38	30	545
Total	85	488	41	56	223	128	86	411	48	27	137	103	1833
08:00 AM	31	150	35	21	105	39	19	139	13	10	53	44	659
08:15 AM	23	104	10	16	49	35	13	105	8	10	49	40	462
08:30 AM	26	91	13	17	31	26	15	104	8	9	31	31	402
08:45 AM	20	90	14	16	33	19	20	103	17	10	35	25	402
Total	100	435	72	70	218	119	67	451	46	39	168	140	1925
04:00 PM	32	97	22	19	98	46	30	145	15	3	42	7	556
04:15 PM	22	103	17	24	75	44	20	143	15	9	41	10	523
04:30 PM	28	92	33	24	120	25	28	178	29	3	48	10	618
04:45 PM	323	98	18	22	52	39	24	149	20	6	31	14	796
Total	405	390	90	89	345	154	102	615	79	21	162	41	2493
05:00 PM	26	97	16	28	109	38	45	164	21	6	36	19	605
05:15 PM	30	96	16	21	73	33	24	144	7	9	26	17	496
05:30 PM	35	101	21	21	84	36	22	146	6	9	38	17	536
05:45 PM	32	90	14	16	63	20	18	118	9	8	28	13	429
Total	123	384	67	86	329	127	109	572	43	32	128	66	2066
Grand Total	713	1697	270	301	1115	528	364	2049	216	119	595	350	8317
Apprch %	26.6	63.3	10.1	15.5	57.4	27.2	13.8	77.9	8.2	11.2	55.9	32.9	
Total %	8.6	20.4	3.2	3.6	13.4	6.3	4.4	24.6	2.6	1.4	7.2	4.2	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_LosNietosRd_Passenger
 Site Code : 00000000
 Start Date : 4/19/2023
 Page No : 2

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	137	13	178	10	73	44	127	20	117	9	146	10	32	27	69	520
07:45 AM	26	158	13	197	17	53	35	105	38	122	10	170	5	38	30	73	545
08:00 AM	31	150	35	216	21	105	39	165	19	139	13	171	10	53	44	107	659
08:15 AM	23	104	10	137	16	49	35	100	13	105	8	126	10	49	40	99	462
Total Volume	108	549	71	728	64	280	153	497	90	483	40	613	35	172	141	348	2186
% App. Total	14.8	75.4	9.8		12.9	56.3	30.8		14.7	78.8	6.5		10.1	49.4	40.5		
PHF	.871	.869	.507	.843	.762	.667	.869	.753	.592	.869	.769	.896	.875	.811	.801	.813	.829



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

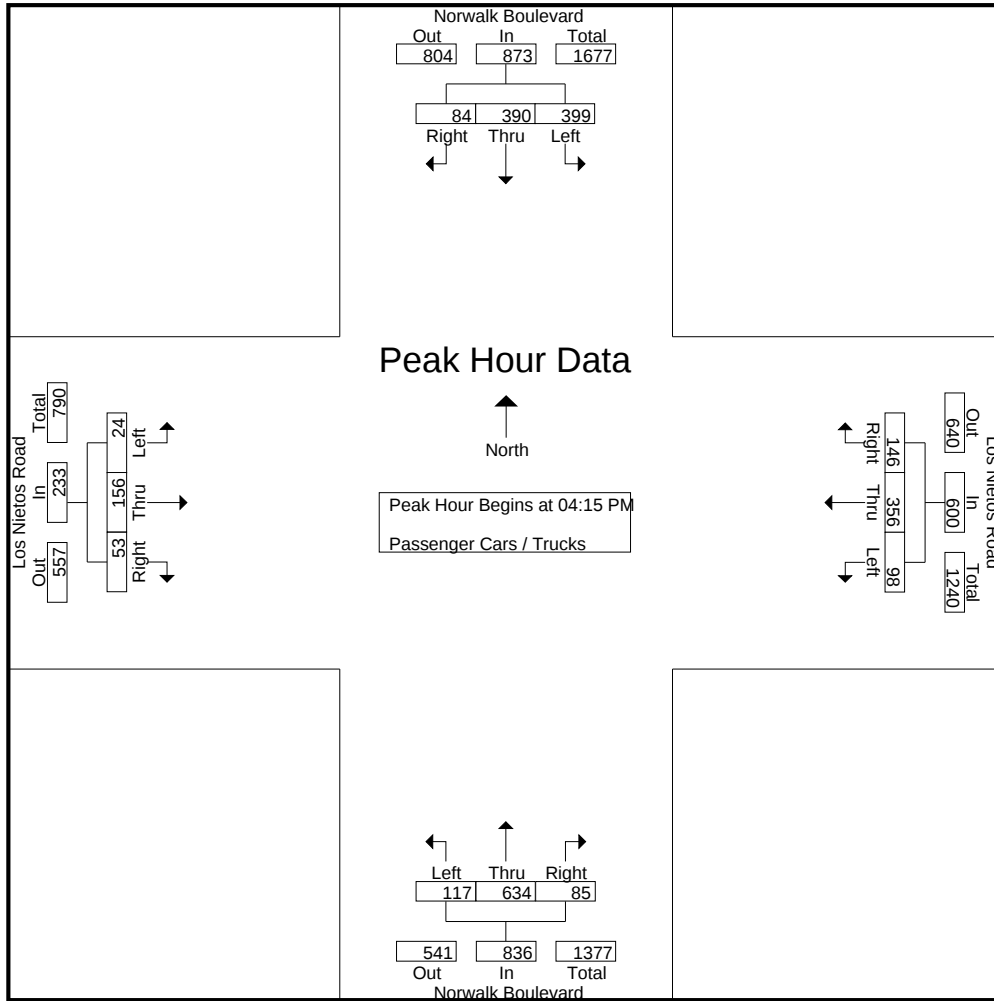
File Name : NorwalkBlvd_LosNietosRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	103	17	142	24	75	44	143	20	143	15	178	9	41	10	60	523
04:30 PM	28	92	33	153	24	120	25	169	28	178	29	235	3	48	10	61	618
04:45 PM	323	98	18	439	22	52	39	113	24	149	20	193	6	31	14	51	796
05:00 PM	26	97	16	139	28	109	38	175	45	164	21	230	6	36	19	61	605
Total Volume	399	390	84	873	98	356	146	600	117	634	85	836	24	156	53	233	2542
% App. Total	45.7	44.7	9.6		16.3	59.3	24.3		14	75.8	10.2		10.3	67	22.7		
PHF	.309	.947	.636	.497	.875	.742	.830	.857	.650	.890	.733	.889	.667	.813	.697	.955	.798



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_LosNietosRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	Norwalk Boulevard Southbound			Los Nietos Road Westbound			Norwalk Boulevard Northbound			Los Nietos Road Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	5	0	3	3	2	1	8	1	1	1	3	28
07:15 AM	1	10	0	3	4	2	2	6	1	2	2	2	35
07:30 AM	1	12	0	5	4	3	3	9	1	3	4	2	47
07:45 AM	1	14	0	3	6	4	1	9	3	3	1	0	45
Total	3	41	0	14	17	11	7	32	6	9	8	7	155
08:00 AM	3	6	0	2	1	4	1	8	2	1	2	4	34
08:15 AM	3	4	0	4	3	4	0	8	0	2	1	2	31
08:30 AM	4	5	0	4	4	3	2	7	3	0	2	2	36
08:45 AM	2	9	1	2	1	2	3	6	1	0	4	2	33
Total	12	24	1	12	9	13	6	29	6	3	9	10	134
04:00 PM	1	8	3	1	1	3	1	7	2	1	8	1	37
04:15 PM	2	5	0	0	0	0	0	7	2	3	5	3	27
04:30 PM	2	2	1	1	0	4	0	6	2	0	1	1	20
04:45 PM	2	4	0	0	1	1	0	4	2	1	3	3	21
Total	7	19	4	2	2	8	1	24	8	5	17	8	105
05:00 PM	4	7	0	0	2	2	0	3	0	1	2	1	22
05:15 PM	0	3	0	0	1	1	0	4	0	0	1	5	15
05:30 PM	0	2	2	1	1	2	1	1	1	0	2	2	15
05:45 PM	1	3	0	0	0	0	1	2	1	0	2	2	12
Total	5	15	2	1	4	5	2	10	2	1	7	10	64
Grand Total	27	99	7	29	32	37	16	95	22	18	41	35	458
Apprch %	20.3	74.4	5.3	29.6	32.7	37.8	12	71.4	16.5	19.1	43.6	37.2	
Total %	5.9	21.6	1.5	6.3	7	8.1	3.5	20.7	4.8	3.9	9	7.6	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

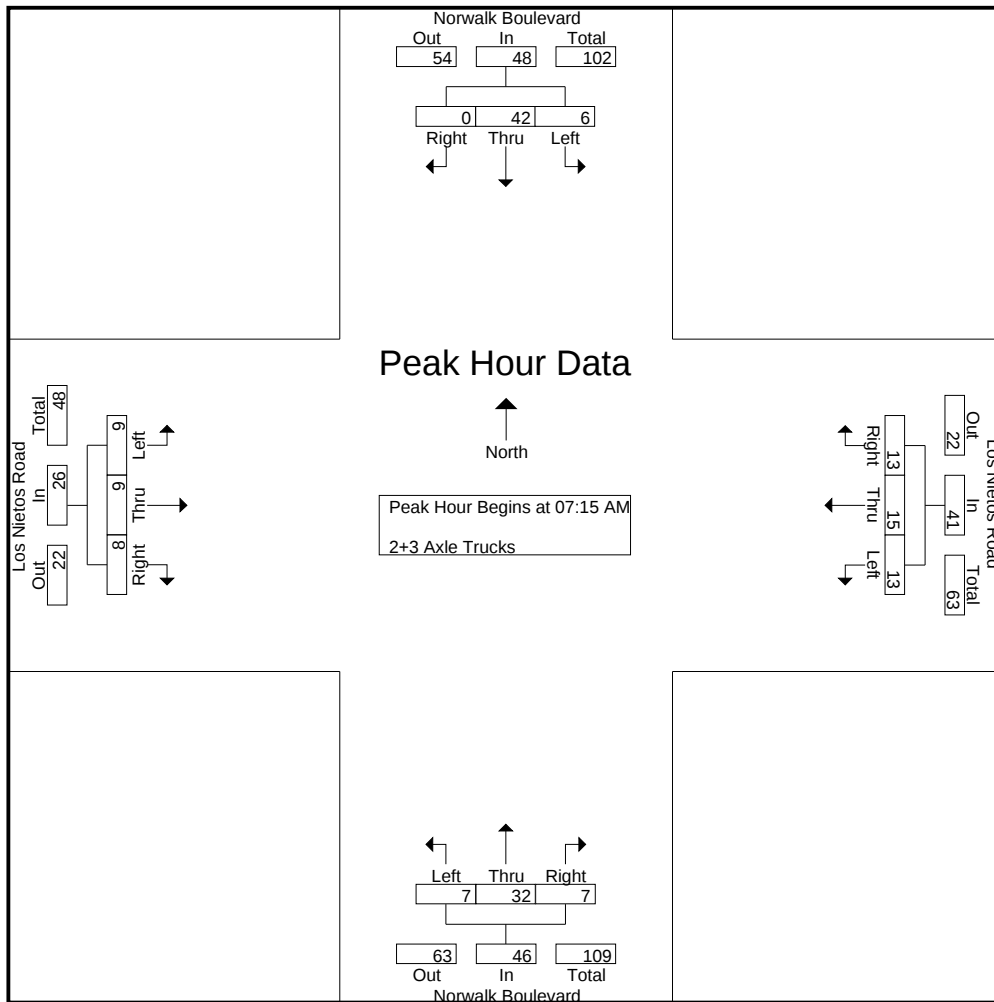
File Name : NorwalkBlvd_LosNietosRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	10	0	11	3	4	2	9	2	6	1	9	2	2	2	6	35
07:30 AM	1	12	0	13	5	4	3	12	3	9	1	13	3	4	2	9	47
07:45 AM	1	14	0	15	3	6	4	13	1	9	3	13	3	1	0	4	45
08:00 AM	3	6	0	9	2	1	4	7	1	8	2	11	1	2	4	7	34
Total Volume	6	42	0	48	13	15	13	41	7	32	7	46	9	9	8	26	161
% App. Total	12.5	87.5	0		31.7	36.6	31.7		15.2	69.6	15.2		34.6	34.6	30.8		
PHF	.500	.750	.000	.800	.650	.625	.813	.788	.583	.889	.583	.885	.750	.563	.500	.722	.856



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

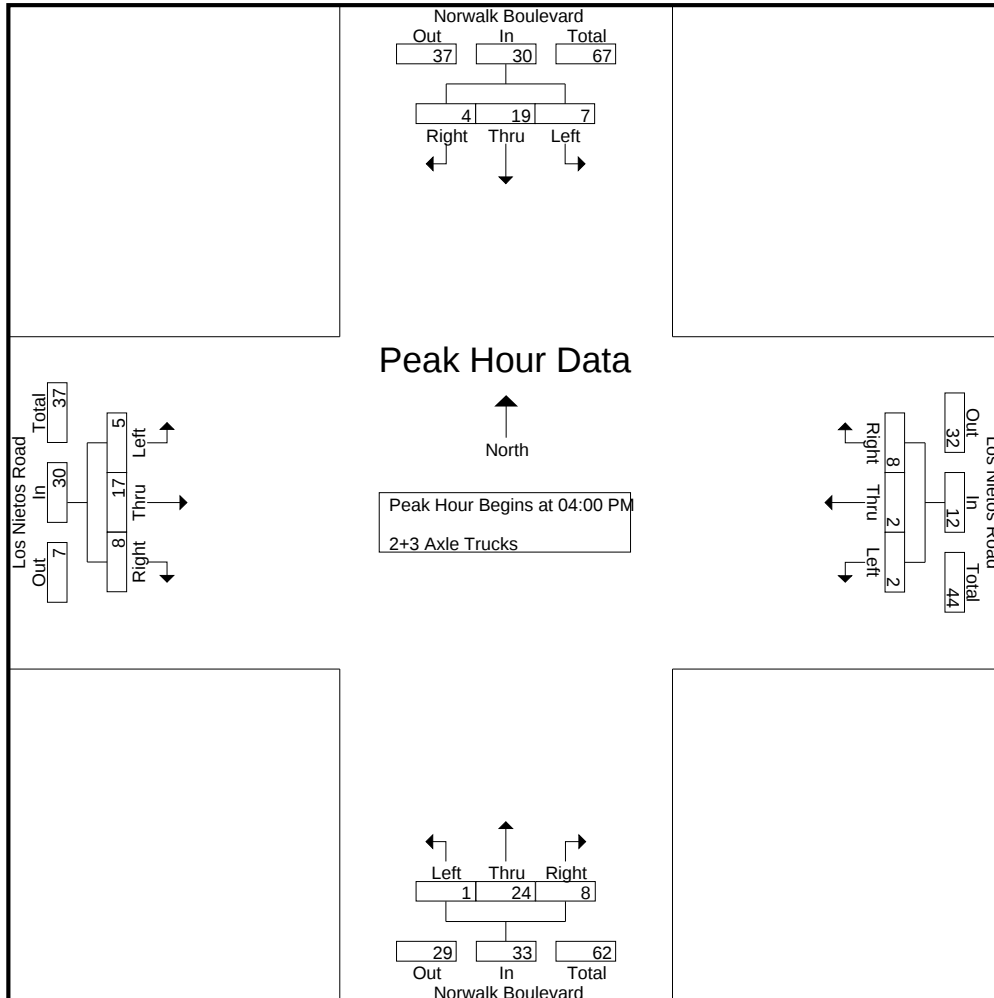
File Name : NorwalkBlvd_LosNietosRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	8	3	12	1	1	3	5	1	7	2	10	1	8	1	10	37
04:15 PM	2	5	0	7	0	0	0	0	0	7	2	9	3	5	3	11	27
04:30 PM	2	2	1	5	1	0	4	5	0	6	2	8	0	1	1	2	20
04:45 PM	2	4	0	6	0	1	1	2	0	4	2	6	1	3	3	7	21
Total Volume	7	19	4	30	2	2	8	12	1	24	8	33	5	17	8	30	105
% App. Total	23.3	63.3	13.3		16.7	16.7	66.7		3	72.7	24.2		16.7	56.7	26.7		
PHF	.875	.594	.333	.625	.500	.500	.500	.600	.250	.857	1.00	.825	.417	.531	.667	.682	.709



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : NorwalkBlvd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4+ Axles Trucks

	Norwalk Boulevard Southbound			Los Nietos Road Westbound			Norwalk Boulevard Northbound			Los Nietos Road Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	2	1	1	3	3	9	6	0	0	2	4	32
07:15 AM	1	3	0	3	2	2	4	7	1	2	1	2	28
07:30 AM	1	3	0	0	1	3	4	9	1	0	2	1	25
07:45 AM	1	4	0	0	0	3	3	6	1	1	1	2	22
Total	4	12	1	4	6	11	20	28	3	3	6	9	107
08:00 AM	2	3	0	4	1	2	3	6	2	1	3	5	32
08:15 AM	0	5	1	1	0	2	2	6	0	1	1	5	24
08:30 AM	1	1	0	1	4	1	3	8	2	2	2	6	31
08:45 AM	1	3	1	0	2	2	3	6	1	1	1	2	23
Total	4	12	2	6	7	7	11	26	5	5	7	18	110
04:00 PM	2	6	0	0	4	1	1	2	4	0	1	4	25
04:15 PM	1	4	0	3	1	3	4	1	1	0	4	4	26
04:30 PM	0	3	0	3	2	2	1	3	2	0	2	3	21
04:45 PM	0	3	0	0	3	0	2	3	1	0	1	4	17
Total	3	16	0	6	10	6	8	9	8	0	8	15	89
05:00 PM	1	2	1	1	2	1	3	1	1	0	2	5	20
05:15 PM	2	2	0	1	2	1	2	4	1	0	2	3	20
05:30 PM	0	2	0	1	0	1	5	2	1	0	3	3	18
05:45 PM	1	3	0	0	1	1	0	3	0	0	1	0	10
Total	4	9	1	3	5	4	10	10	3	0	8	11	68
Grand Total	15	49	4	19	28	28	49	73	19	8	29	53	374
Apprch %	22.1	72.1	5.9	25.3	37.3	37.3	34.8	51.8	13.5	8.9	32.2	58.9	
Total %	4	13.1	1.1	5.1	7.5	7.5	13.1	19.5	5.1	2.1	7.8	14.2	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

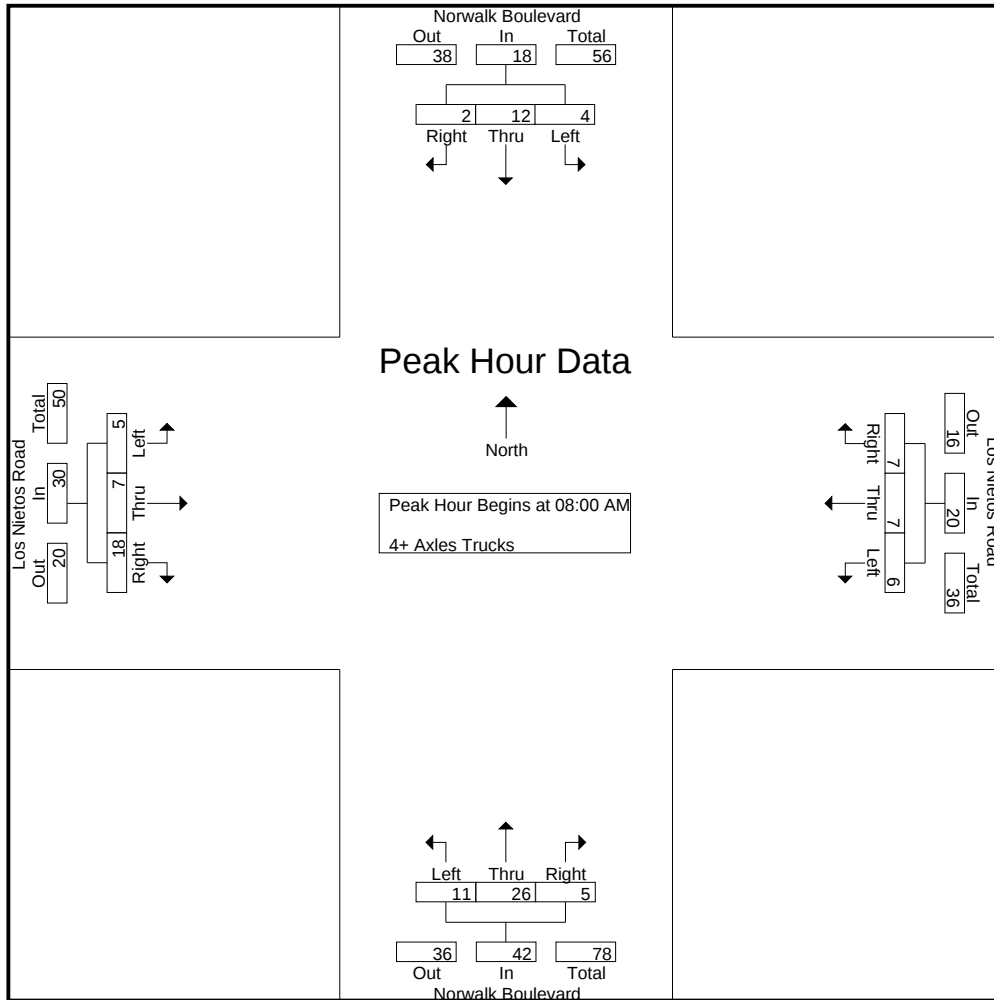
File Name : NorwalkBlvd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	3	0	5	4	1	2	7	3	6	2	11	1	3	5	9	32
08:15 AM	0	5	1	6	1	0	2	3	2	6	0	8	1	1	5	7	24
08:30 AM	1	1	0	2	1	4	1	6	3	8	2	13	2	2	6	10	31
08:45 AM	1	3	1	5	0	2	2	4	3	6	1	10	1	1	2	4	23
Total Volume	4	12	2	18	6	7	7	20	11	26	5	42	5	7	18	30	110
% App. Total	22.2	66.7	11.1		30	35	35		26.2	61.9	11.9		16.7	23.3	60		
PHF	.500	.600	.500	.750	.375	.438	.875	.714	.917	.813	.625	.808	.625	.583	.750	.750	.859



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

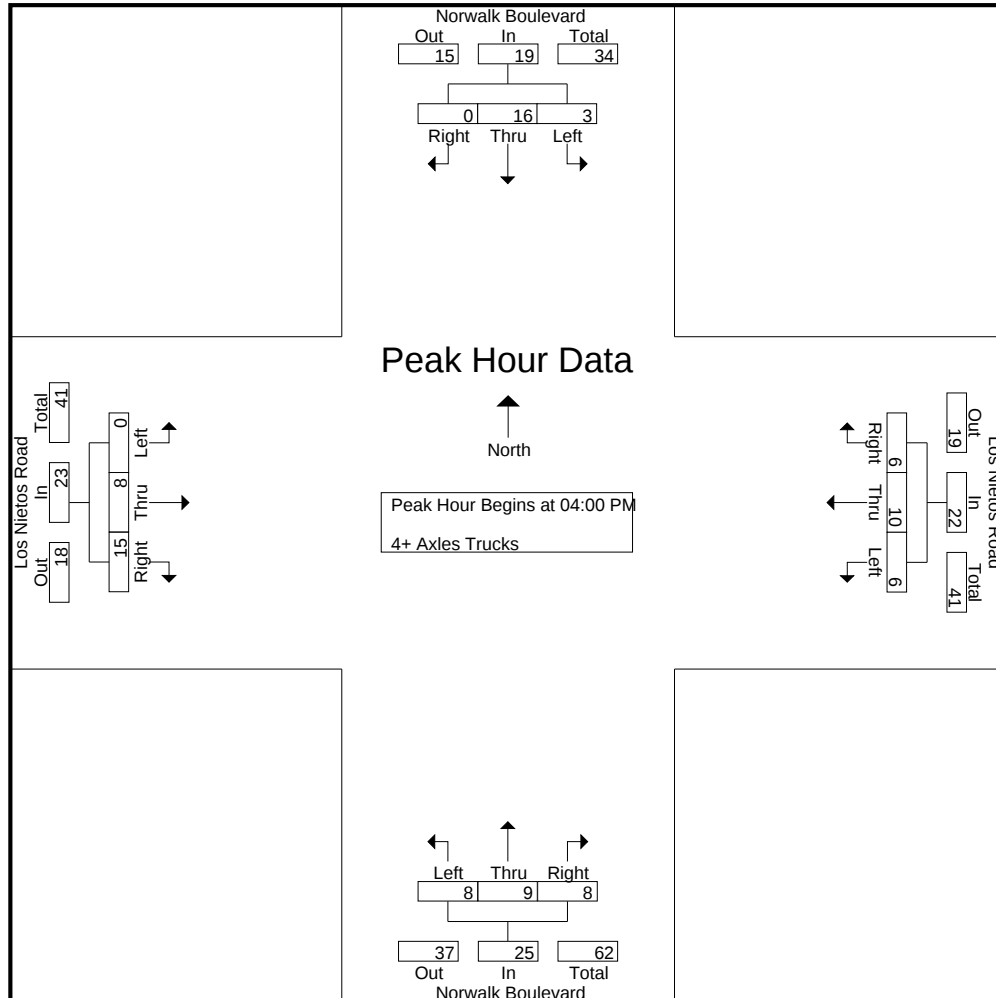
File Name : NorwalkBlvd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Norwalk Boulevard Southbound				Los Nietos Road Westbound				Norwalk Boulevard Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	6	0	8	0	4	1	5	1	2	4	7	0	1	4	5	25
04:15 PM	1	4	0	5	3	1	3	7	4	1	1	6	0	4	4	8	26
04:30 PM	0	3	0	3	3	2	2	7	1	3	2	6	0	2	3	5	21
04:45 PM	0	3	0	3	0	3	0	3	2	3	1	6	0	1	4	5	17
Total Volume	3	16	0	19	6	10	6	22	8	9	8	25	0	8	15	23	89
% App. Total	15.8	84.2	0		27.3	45.5	27.3		32	36	32		0	34.8	65.2		
PHF	.375	.667	.000	.594	.500	.625	.500	.786	.500	.750	.500	.893	.000	.500	.938	.719	.856



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : DiceRd_LosNietosRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- Passenger Cars/Trucks

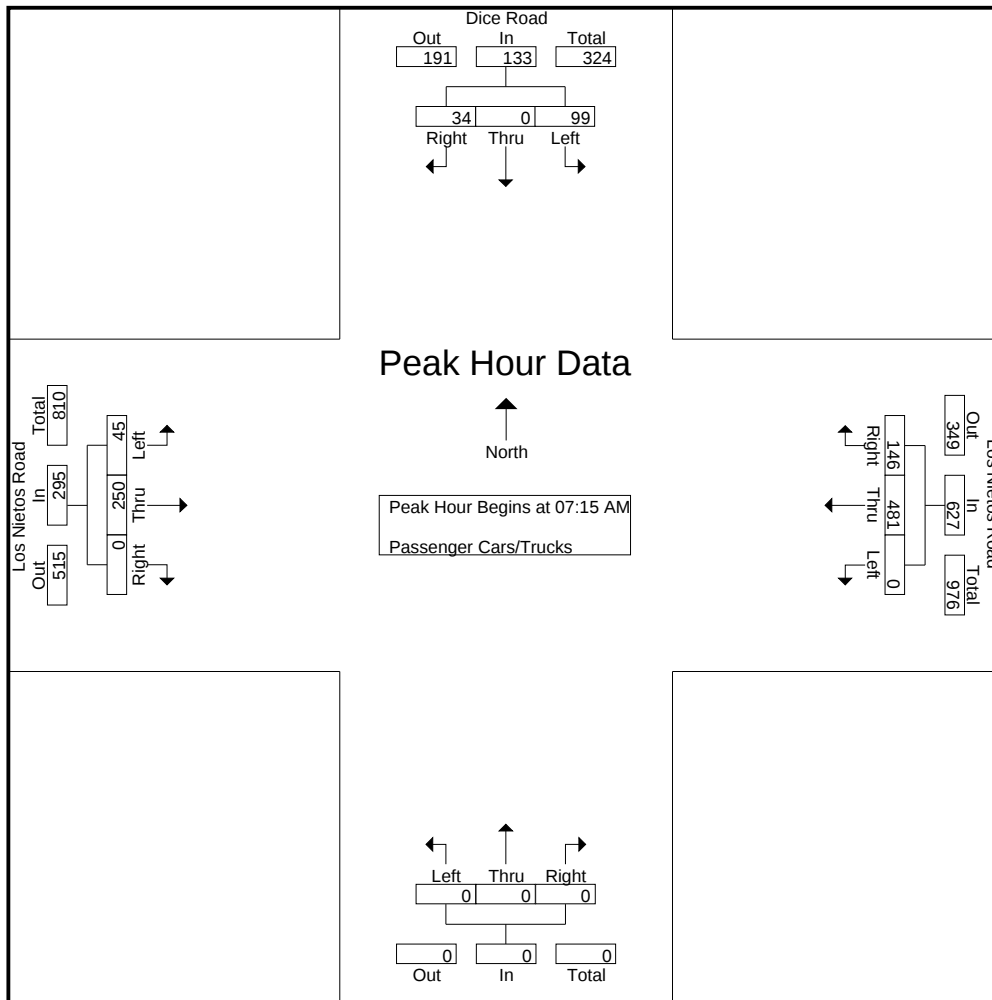
	Dice Road Southbound			Los Nietos Road Westbound			Northbound			Los Nietos Road Eastbound			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	32	0	10	0	95	29	0	0	0	13	46	0	225
07:15 AM	24	0	11	0	86	35	0	0	0	12	38	0	206
07:30 AM	23	0	5	0	132	26	0	0	0	8	59	0	253
07:45 AM	35	0	7	0	149	55	0	0	0	8	64	0	318
Total	114	0	33	0	462	145	0	0	0	41	207	0	1002
08:00 AM	17	0	11	0	114	30	0	0	0	17	89	0	278
08:15 AM	16	0	14	0	86	26	0	0	0	14	41	0	197
08:30 AM	21	0	5	0	66	20	0	0	0	15	55	0	182
08:45 AM	27	0	13	0	59	11	0	0	0	7	66	0	183
Total	81	0	43	0	325	87	0	0	0	53	251	0	840
04:00 PM	29	0	29	0	121	40	0	0	0	9	84	0	312
04:15 PM	17	0	13	0	107	22	0	0	0	7	75	0	241
04:30 PM	20	0	29	0	118	36	0	0	0	7	82	0	292
04:45 PM	8	0	17	0	105	26	0	0	0	8	68	0	232
Total	74	0	88	0	451	124	0	0	0	31	309	0	1077
05:00 PM	22	0	35	0	150	50	0	0	0	9	64	0	330
05:15 PM	27	0	18	0	98	33	0	0	0	7	60	0	243
05:30 PM	12	0	26	0	100	33	0	0	0	3	83	0	257
05:45 PM	9	0	12	0	90	20	0	0	0	8	58	0	197
Total	70	0	91	0	438	136	0	0	0	27	265	0	1027
Grand Total	339	0	255	0	1676	492	0	0	0	152	1032	0	3946
Apprch %	57.1	0	42.9	0	77.3	22.7	0	0	0	12.8	87.2	0	
Total %	8.6	0	6.5	0	42.5	12.5	0	0	0	3.9	26.2	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : DiceRd_LosNietosRd_Passenger
 Site Code : 00000000
 Start Date : 4/19/2023
 Page No : 2

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	24	0	11	35	0	86	35	121	0	0	0	0	12	38	0	50	206
07:30 AM	23	0	5	28	0	132	26	158	0	0	0	0	8	59	0	67	253
07:45 AM	35	0	7	42	0	149	55	204	0	0	0	0	8	64	0	72	318
08:00 AM	17	0	11	28	0	114	30	144	0	0	0	0	17	89	0	106	278
Total Volume	99	0	34	133	0	481	146	627	0	0	0	0	45	250	0	295	1055
% App. Total	74.4	0	25.6		0	76.7	23.3		0	0	0		15.3	84.7	0		
PHF	.707	.000	.773	.792	.000	.807	.664	.768	.000	.000	.000	.000	.662	.702	.000	.696	.829



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

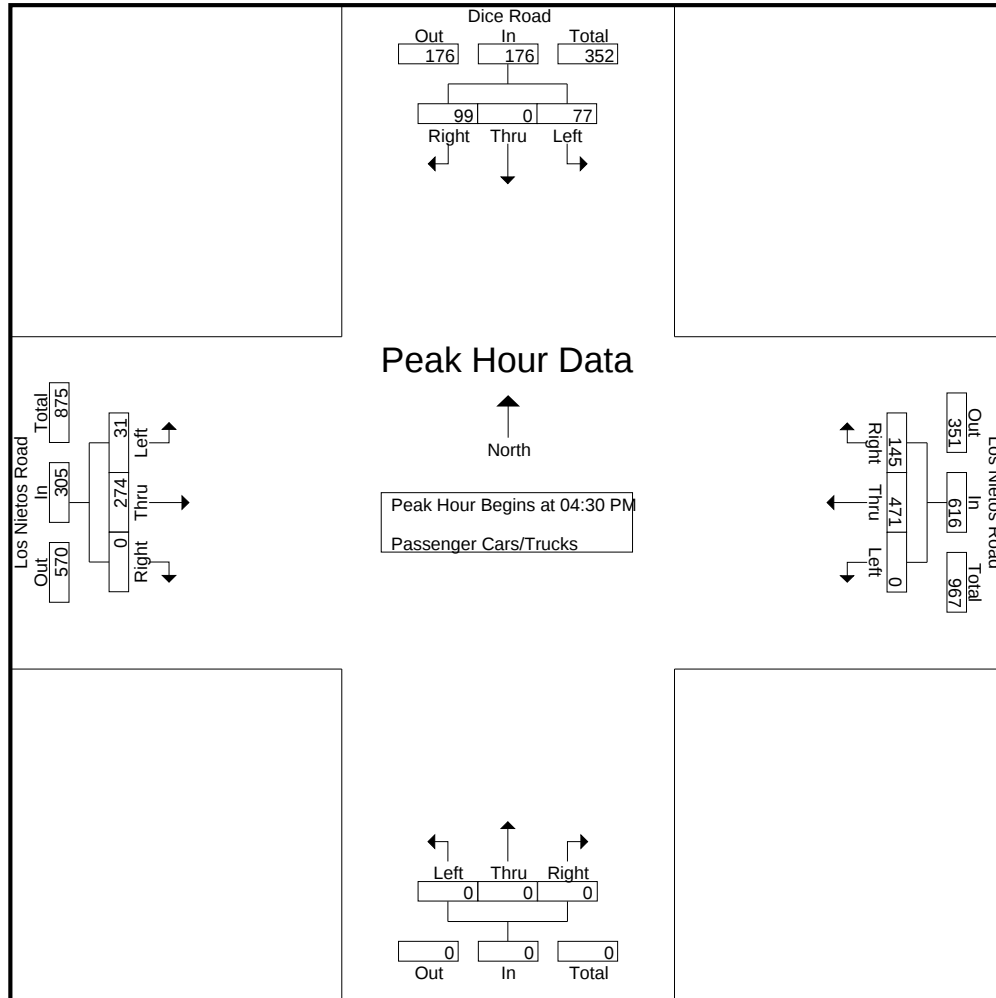
File Name : DiceRd_LosNietosRd_Passenger

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	0	29	49	0	118	36	154	0	0	0	0	7	82	0	89	292
04:45 PM	8	0	17	25	0	105	26	131	0	0	0	0	8	68	0	76	232
05:00 PM	22	0	35	57	0	150	50	200	0	0	0	0	9	64	0	73	330
05:15 PM	27	0	18	45	0	98	33	131	0	0	0	0	7	60	0	67	243
Total Volume	77	0	99	176	0	471	145	616	0	0	0	0	31	274	0	305	1097
% App. Total	43.8	0	56.2		0	76.5	23.5		0	0	0		10.2	89.8	0		
PHF	.713	.000	.707	.772	.000	.785	.725	.770	.000	.000	.000	.000	.861	.835	.000	.857	.831



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : DiceRd_LosNietosRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 2+3 Axle Trucks

	Dice Road Southbound			Los Nietos Road Westbound			Northbound			Los Nietos Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	2	0	2	0	9	2	0	0	0	0	2	0	17
07:15 AM	2	0	6	0	5	4	0	0	0	2	2	0	21
07:30 AM	0	0	3	0	9	3	0	0	0	1	5	0	21
07:45 AM	4	0	2	0	10	4	0	0	0	2	2	0	24
Total	8	0	13	0	33	13	0	0	0	5	11	0	83
08:00 AM	1	0	2	0	3	0	0	0	0	0	7	0	13
08:15 AM	0	0	0	0	9	5	0	0	0	1	0	0	15
08:30 AM	1	0	3	0	9	2	0	0	0	3	9	0	27
08:45 AM	1	0	0	0	4	4	0	0	0	1	6	0	16
Total	3	0	5	0	25	11	0	0	0	5	22	0	71
04:00 PM	4	0	0	0	3	1	0	0	0	0	10	0	18
04:15 PM	2	0	0	0	0	2	0	0	0	3	7	0	14
04:30 PM	5	0	1	0	0	1	0	0	0	1	4	0	12
04:45 PM	2	0	0	0	3	0	0	0	0	3	4	0	12
Total	13	0	1	0	6	4	0	0	0	7	25	0	56
05:00 PM	3	0	1	0	2	1	0	0	0	0	4	0	11
05:15 PM	4	0	0	0	1	1	0	0	0	0	0	0	6
05:30 PM	1	0	0	0	3	1	0	0	0	1	2	0	8
05:45 PM	1	0	0	0	0	0	0	0	0	2	4	0	7
Total	9	0	1	0	6	3	0	0	0	3	10	0	32
Grand Total	33	0	20	0	70	31	0	0	0	20	68	0	242
Apprch %	62.3	0	37.7	0	69.3	30.7	0	0	0	22.7	77.3	0	
Total %	13.6	0	8.3	0	28.9	12.8	0	0	0	8.3	28.1	0	

CITY TRAFFIC COUNTERS

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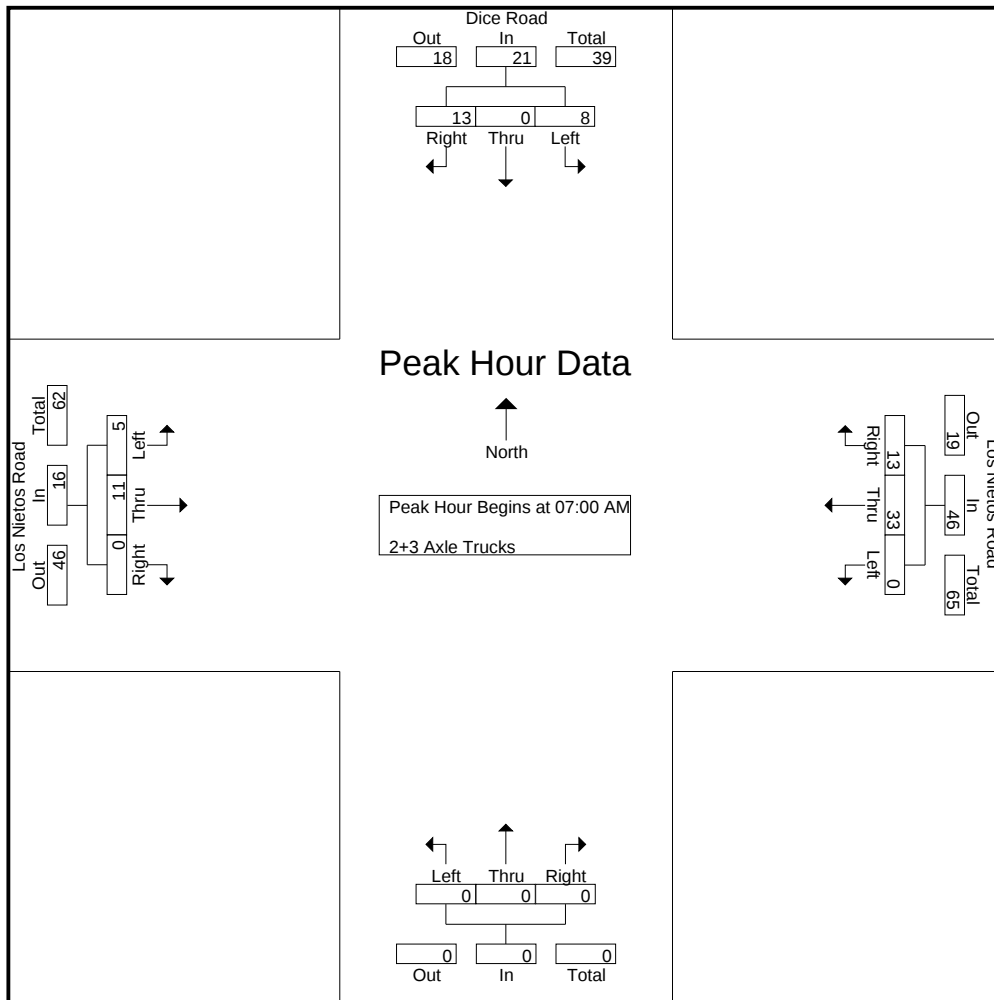
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Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	2	4	0	9	2	11	0	0	0	0	0	2	0	2	17
07:15 AM	2	0	6	8	0	5	4	9	0	0	0	0	2	2	0	4	21
07:30 AM	0	0	3	3	0	9	3	12	0	0	0	0	1	5	0	6	21
07:45 AM	4	0	2	6	0	10	4	14	0	0	0	0	2	2	0	4	24
Total Volume	8	0	13	21	0	33	13	46	0	0	0	0	5	11	0	16	83
% App. Total	38.1	0	61.9		0	71.7	28.3		0	0	0		31.2	68.8	0		
PHF	.500	.000	.542	.656	.000	.825	.813	.821	.000	.000	.000	.000	.625	.550	.000	.667	.865



CITY TRAFFIC COUNTERS

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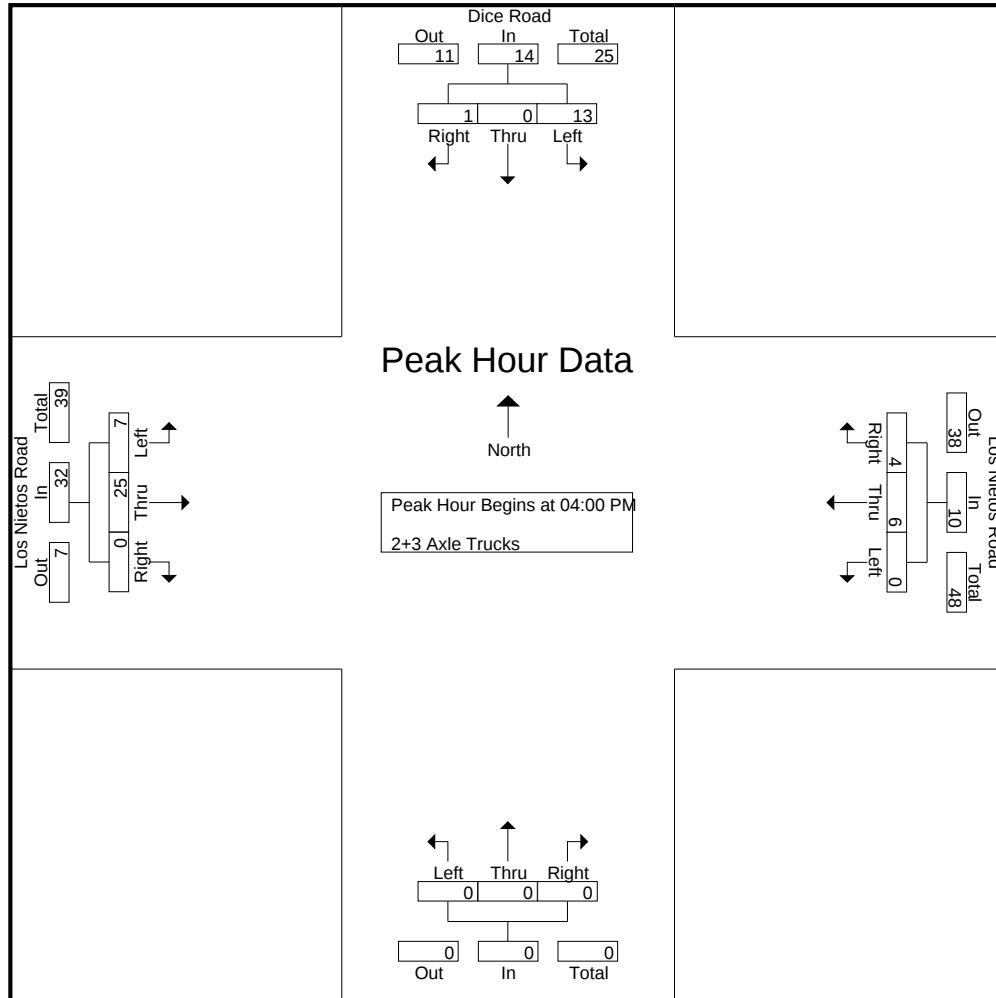
File Name : DiceRd_LosNietosRd_2+3AxleTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	0	0	4	0	3	1	4	0	0	0	0	0	10	0	10	18
04:15 PM	2	0	0	2	0	0	2	2	0	0	0	0	3	7	0	10	14
04:30 PM	5	0	1	6	0	0	1	1	0	0	0	0	1	4	0	5	12
04:45 PM	2	0	0	2	0	3	0	3	0	0	0	0	3	4	0	7	12
Total Volume	13	0	1	14	0	6	4	10	0	0	0	0	7	25	0	32	56
% App. Total	92.9	0	7.1		0	60	40		0	0	0		21.9	78.1	0		
PHF	.650	.000	.250	.583	.000	.500	.500	.625	.000	.000	.000	.000	.583	.625	.000	.800	.778



CITY TRAFFIC COUNTERS

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File Name : DiceRd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 1

Groups Printed- 4+ Axles Trucks

	Dice Road Southbound			Los Nietos Road Westbound			Northbound			Los Nietos Road Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	0	0	0	5	1	0	0	0	0	2	0	9
07:15 AM	1	0	1	0	7	0	0	0	0	0	3	0	12
07:30 AM	0	0	0	0	4	3	0	0	0	1	3	0	11
07:45 AM	1	0	1	0	1	1	0	0	0	0	3	0	7
Total	3	0	2	0	17	5	0	0	0	1	11	0	39
08:00 AM	1	0	1	0	4	2	0	0	0	1	4	0	13
08:15 AM	1	0	1	0	2	0	0	0	0	0	1	0	5
08:30 AM	0	0	1	0	5	1	0	0	0	0	5	0	12
08:45 AM	1	0	0	0	2	2	0	0	0	1	2	0	8
Total	3	0	3	0	13	5	0	0	0	2	12	0	38
04:00 PM	0	0	1	0	4	3	0	0	0	2	5	0	15
04:15 PM	2	0	2	0	5	4	0	0	0	0	5	0	18
04:30 PM	2	0	1	0	5	0	0	0	0	1	3	0	12
04:45 PM	2	0	0	0	3	2	0	0	0	1	1	0	9
Total	6	0	4	0	17	9	0	0	0	4	14	0	54
05:00 PM	0	0	1	0	2	2	0	0	0	0	4	0	9
05:15 PM	0	0	1	0	2	2	0	0	0	0	2	0	7
05:30 PM	1	1	3	0	0	1	0	0	0	1	3	0	10
05:45 PM	0	0	0	0	2	1	0	0	0	0	2	0	5
Total	1	1	5	0	6	6	0	0	0	1	11	0	31
Grand Total	13	1	14	0	53	25	0	0	0	8	48	0	162
Apprch %	46.4	3.6	50	0	67.9	32.1	0	0	0	14.3	85.7	0	
Total %	8	0.6	8.6	0	32.7	15.4	0	0	0	4.9	29.6	0	

CITY TRAFFIC COUNTERS

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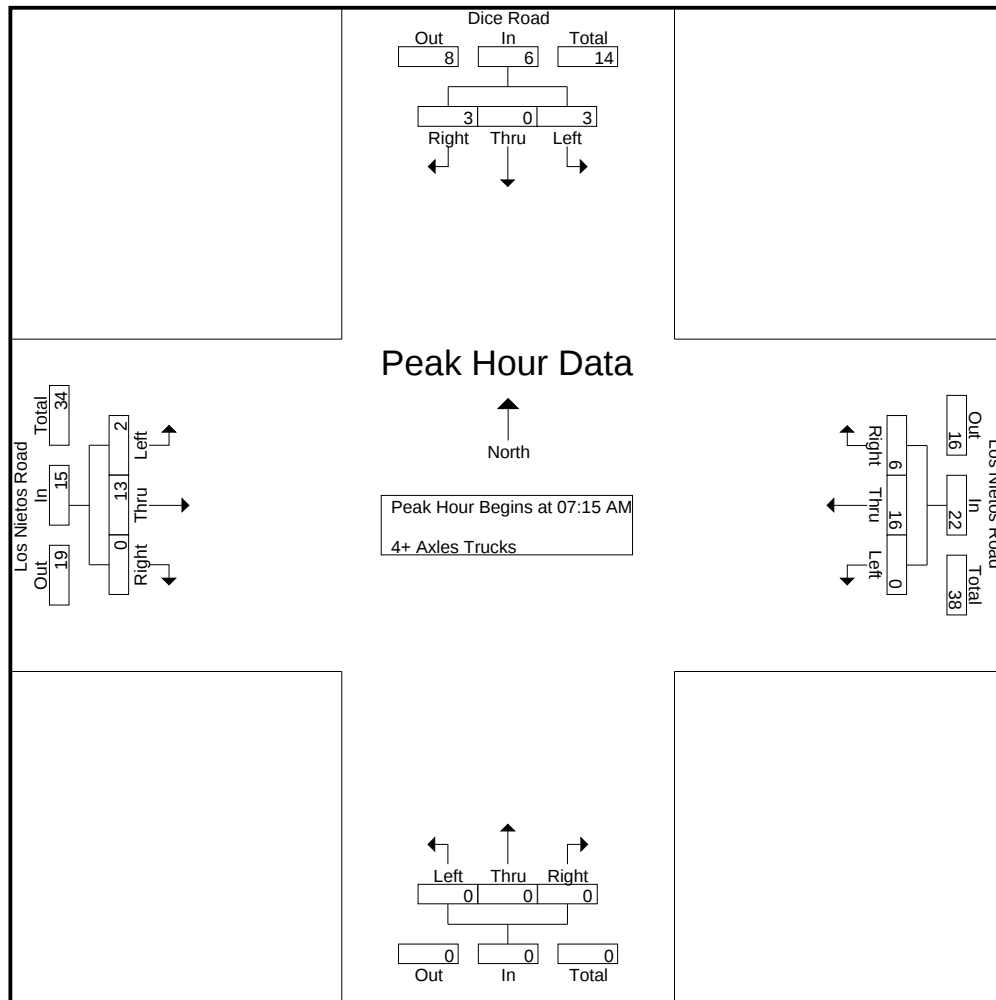
File Name : DiceRd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 2

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	1	2	0	7	0	7	0	0	0	0	0	3	0	3	12
07:30 AM	0	0	0	0	0	4	3	7	0	0	0	0	1	3	0	4	11
07:45 AM	1	0	1	2	0	1	1	2	0	0	0	0	0	3	0	3	7
08:00 AM	1	0	1	2	0	4	2	6	0	0	0	0	1	4	0	5	13
Total Volume	3	0	3	6	0	16	6	22	0	0	0	0	2	13	0	15	43
% App. Total	50	0	50		0	72.7	27.3		0	0	0		13.3	86.7	0		
PHF	.750	.000	.750	.750	.000	.571	.500	.786	.000	.000	.000	.000	.500	.813	.000	.750	.827



CITY TRAFFIC COUNTERS

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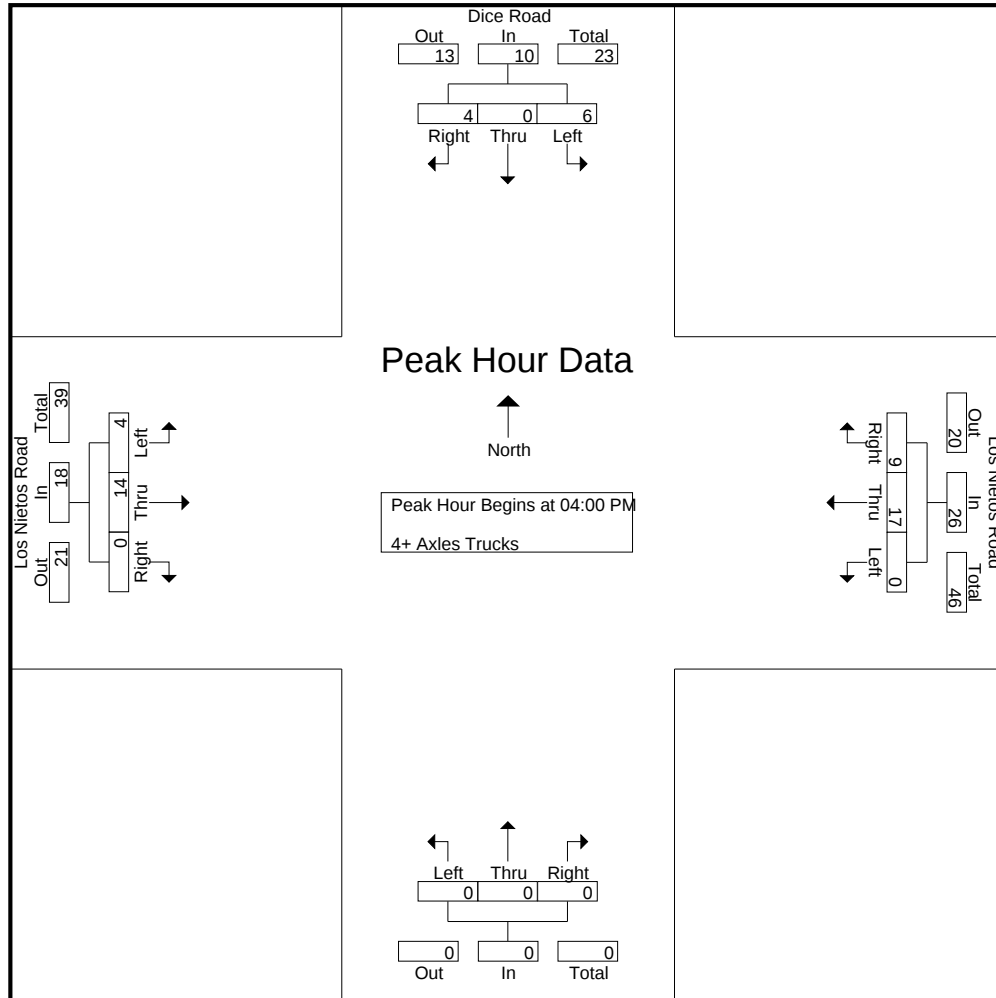
File Name : DiceRd_LosNietosRd_4+AxlesTrucks

Site Code : 00000000

Start Date : 4/19/2023

Page No : 3

	Dice Road Southbound				Los Nietos Road Westbound				Northbound				Los Nietos Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	0	4	3	7	0	0	0	0	2	5	0	7	15
04:15 PM	2	0	2	4	0	5	4	9	0	0	0	0	0	5	0	5	18
04:30 PM	2	0	1	3	0	5	0	5	0	0	0	0	1	3	0	4	12
04:45 PM	2	0	0	2	0	3	2	5	0	0	0	0	1	1	0	2	9
Total Volume	6	0	4	10	0	17	9	26	0	0	0	0	4	14	0	18	54
% App. Total	60	0	40		0	65.4	34.6		0	0	0		22.2	77.8	0		
PHF	.750	.000	.500	.625	.000	.850	.563	.722	.000	.000	.000	.000	.500	.700	.000	.643	.750



Appendix C

Appendix C

Existing Hourly Project Inbound Vehicle Trip Counts For 1,500 TPD Throughput

UNIVERSAL WASTE SYSTEMS
EXISTING HOURLY PROJECT INBOUND VEHICLE TRIP COUNTS FOR 1,500 TPD THROUGHPUT

Hours	EXISTING (1,500 TPD)					
	Employee Vehicles	Self-Haul Vehicles	Collection Trucks	Roll-Off Trucks	Transfer & Commodity Trucks	Total Vehicle Trips
12 - 1 am	0	0	0	0	0	0
1 - 2 am	0	0	0	0	0	0
2 - 3 am	0	0	0	0	0	0
3 - 4 am	0	0	0	0	0	0
4 - 5 am	30	0	0	0	0	30
5 - 6 am	0	0	0	0	0	0
6 - 7 am	1	0	0	0	4	5
7 - 8 am	6	1	12	2	3	24
8 - 9 am	0	1	12	2	3	18
9 - 10 am	0	1	15	4	4	24
10 - 11 am	0	2	20	5	4	31
11 - 12 pm	0	3	20	5	4	32
12 - 1 pm	0	3	18	4	4	29
1 - 2 pm	10	4	16	4	4	38
2 - 3 pm	0	6	18	4	4	32
3 - 4 pm	0	8	15	6	3	32
4 - 5 pm	0	7	10	4	3	24
5 - 6 pm	0	3	2	3	3	11
6 - 7 pm	0	1	2	2	4	9
7 - 8 pm	0	0	0	0	4	4
8 - 9 p.m.	0	0	0	0	5	5
9 - 10 p.m.	10	0	0	0	4	14
10 - 11 pm	0	0	0	0	0	0
11 -12 am	0	0	0	0	0	0
Total Trips	57	40	160	45	60	362

Appendix D

APPENDIX D

Explanation of Level of Service Categories

Level of Service (LOS) Descriptions¹

Level of Service	Description	Volume to Capacity (v/c) Ratio	Average Control Delay Per Vehicle
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 0.600	0 - 10 sec
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of delay.	0.601 - 0.700	> 10 - 15 sec
C	Level of Service C generally result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level although many still pass through the intersection without stopping.	0.701 - 0.800	> 15 - 25 sec
D	Level of Service D describes a situation in which the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and/or high traffic volumes as compared to the roadway capacity. Many vehicles are required to stop and the number of vehicle that do not have to stop declines. Individual cycle failures are therefore more noticeable.	0.801 - 0.900	> 25 - 35 sec
E	Level of Service E is considered to be the limit of acceptable conditions. High delay values generally indicate poor progression, long cycle lengths, and high traffic volumes. Individual cycle failures frequently occur.	0.901 - 1.000	> 35 - 50 sec
F	Level of Service F is generally considered to be unacceptable to most drivers. This condition often occurs with over-saturation, i.e., when traffic arrives at a flow rate that exceeds the capacity of the intersection.	≥ 1.001	> 50 sec

¹ Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

Appendix E

Intersection Level Of Service Report

Intersection 1: Slauson & Norwalk

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.866

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	139	16	69	189	33	33	234	40	23	323	85
Total Analysis Volume [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.17	0.04	0.17	0.24	0.08	0.08	0.23	0.23	0.06	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.866											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.951

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	142	29	64	110	63	65	251	91	74	282	63
Total Analysis Volume [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.18	0.07	0.16	0.14	0.16	0.16	0.29	0.29	0.19	0.35	0.16
Intersection LOS	E											
Intersection V/C	0.951											

Intersection Level Of Service Report

Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 131.2
 Level Of Service: F
 Volume to Capacity (v/c): 1.070

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1076	562	0	221	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1076	562	0	221	387
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	269	141	0	55	97
Total Analysis Volume [veh/h]	0	1076	562	0	221	387
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	1.07	0.54
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	131.23	15.78
Movement LOS		A	A		F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	10.06	3.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	251.38	81.71
d_A, Approach Delay [s/veh]	0.00		0.00		57.74	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	15.63					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.870

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	515	421	0	1057	1433	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	515	421	0	1057	1433	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	105	0	264	358	0
Total Analysis Volume [veh/h]	515	421	0	1057	1433	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.26	0.00	0.33	0.45	0.00
Intersection LOS	D					
Intersection V/C	0.870					

Intersection Level Of Service Report

Intersection 5: Norwalk & Telegraph

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.925

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	172	26	20	197	29	51	230	41	32	339	28
Total Analysis Volume [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.22	0.06	0.05	0.25	0.07	0.13	0.19	0.10	0.08	0.31	0.31
Intersection LOS	E											
Intersection V/C	0.925											

Intersection Level Of Service Report Intersection 6: Norwalk & Los Nietos

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: B
Volume to Capacity (v/c): 0.603

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	156	17	33	167	19	17	53	53	27	83	50
Total Analysis Volume [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.20	0.04	0.08	0.21	0.05	0.04	0.13	0.13	0.07	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.603											

Intersection Level Of Service Report

Intersection 7: Los Nietos & Dice

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.321

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	124	69	61	311	595	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	69	61	311	595	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	17	15	78	149	48
Total Analysis Volume [veh/h]	124	69	61	311	595	190
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.10	0.07	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.65	10.72	9.68	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.36	0.33	0.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	34.01	8.18	5.94	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.81		1.59		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.70					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 1: Slauson & Norwalk**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.868

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	6	6	0	0	0	0	22	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	560	69	274	756	132	132	959	158	90	1291	339
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	140	17	69	189	33	33	240	40	23	323	85
Total Analysis Volume [veh/h]	159	560	69	274	756	132	132	959	158	90	1291	339
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.18	0.04	0.17	0.24	0.08	0.08	0.23	0.23	0.06	0.34	0.34
Intersection LOS	D											
Intersection V/C	0.868											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.957

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	0	0	0	15	0	2	5	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	567	115	261	439	253	259	1019	364	299	1134	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	142	29	65	110	63	65	255	91	75	284	66
Total Analysis Volume [veh/h]	184	567	115	261	439	253	259	1019	364	299	1134	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.18	0.07	0.16	0.14	0.16	0.16	0.29	0.29	0.19	0.35	0.17
Intersection LOS	E											
Intersection V/C	0.957											

Intersection Level Of Service Report

Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 134.8
 Level Of Service: F
 Volume to Capacity (v/c): 1.080

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1076	562	0	221	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1088	562	0	221	394
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	272	141	0	55	99
Total Analysis Volume [veh/h]	0	1088	562	0	221	394
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	1.08	0.55
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	134.76	16.00
Movement LOS		A	A		F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	10.18	3.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	254.57	84.63
d_A, Approach Delay [s/veh]	0.00		0.00		58.68	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	15.93					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.878

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	515	421	0	1057	1433	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	4	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	526	421	0	1061	1438	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	132	105	0	265	360	0
Total Analysis Volume [veh/h]	526	421	0	1061	1438	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.26	0.00	0.33	0.45	0.00
Intersection LOS	D					
Intersection V/C	0.878					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.926

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	1	0	0	2	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	232	689	103	81	789	117	205	921	163	129	1357	113
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	172	26	20	197	29	51	230	41	32	339	28
Total Analysis Volume [veh/h]	232	689	103	81	789	117	205	921	163	129	1357	113
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.22	0.06	0.05	0.25	0.07	0.13	0.19	0.10	0.08	0.31	0.31
Intersection LOS	E											
Intersection V/C	0.926											

**Intersection Level Of Service Report
Intersection 6: Norwalk & Los Nietos**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.611

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	0	0	0	0	0	0	0	25
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	137	628	69	132	669	77	68	211	211	108	331	225
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	157	17	33	167	19	17	53	53	27	83	56
Total Analysis Volume [veh/h]	137	628	69	132	669	77	68	211	211	108	331	225
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.20	0.04	0.08	0.21	0.05	0.04	0.13	0.13	0.07	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.611											

Intersection Level Of Service Report Intersection 7: Los Nietos & Dice

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 18.8
Level Of Service: C
Volume to Capacity (v/c): 0.329

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	124	69	61	311	595	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	25	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	94	61	311	595	190
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	24	15	78	149	48
Total Analysis Volume [veh/h]	127	94	61	311	595	190
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.13	0.07	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.80	10.95	9.68	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.41	0.46	0.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.17	11.59	5.94	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.46		1.59		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.91					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 1: Slauson & Norwalk**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.882

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	565	64	279	771	135	135	956	161	92	1317	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	141	16	70	193	34	34	239	40	23	329	87
Total Analysis Volume [veh/h]	143	565	64	279	771	135	135	956	161	92	1317	346
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.18	0.04	0.17	0.24	0.08	0.08	0.23	0.23	0.06	0.35	0.35
Intersection LOS	D											
Intersection V/C	0.882											

Intersection Level Of Service Report Intersection 2: Slauson & Pioneer

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.968

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	578	117	259	448	258	264	1024	371	303	1152	257
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	145	29	65	112	65	66	256	93	76	288	64
Total Analysis Volume [veh/h]	188	578	117	259	448	258	264	1024	371	303	1152	257
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.18	0.07	0.16	0.14	0.16	0.17	0.29	0.29	0.19	0.36	0.16
Intersection LOS	E											
Intersection V/C	0.968											

Intersection Level Of Service Report Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 151.1
Level Of Service: F
Volume to Capacity (v/c): 1.126

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↗↘	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1076	562	0	221	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1098	573	0	225	395
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	275	143	0	56	99
Total Analysis Volume [veh/h]	0	1098	573	0	225	395
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	1.13	0.56
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	151.08	16.23
Movement LOS		A	A		F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	10.89	3.46
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	272.37	86.40
d_A, Approach Delay [s/veh]	0.00		0.00		65.17	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	17.64					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.885

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	515	421	0	1057	1433	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	525	429	0	1078	1462	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	131	107	0	270	366	0
Total Analysis Volume [veh/h]	525	429	0	1078	1462	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.27	0.00	0.34	0.46	0.00
Intersection LOS	D					
Intersection V/C	0.885					

Intersection Level Of Service Report
Intersection 5: Norwalk & TelegraphControl Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutesDelay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.942**Intersection Setup**

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	702	105	83	805	119	208	939	166	130	1384	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	176	26	21	201	30	52	235	42	33	346	29
Total Analysis Volume [veh/h]	237	702	105	83	805	119	208	939	166	130	1384	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.22	0.07	0.05	0.25	0.07	0.13	0.20	0.10	0.08	0.31	0.31
Intersection LOS	E											
Intersection V/C	0.942											

**Intersection Level Of Service Report
Intersection 6: Norwalk & Los Nietos**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.613

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	638	70	135	682	79	69	215	215	110	338	204
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	160	18	34	171	20	17	54	54	28	85	51
Total Analysis Volume [veh/h]	140	638	70	135	682	79	69	215	215	110	338	204
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.20	0.04	0.08	0.21	0.05	0.04	0.13	0.13	0.07	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report**Intersection 7: Los Nietos & Dice**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 19.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.331

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	124	69	61	311	595	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	70	62	317	607	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	18	16	79	152	49
Total Analysis Volume [veh/h]	126	70	62	317	607	194
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.10	0.08	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.10	10.78	9.76	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.42	0.34	0.25	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	35.59	8.40	6.13	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.13		1.60		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.74					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 1: Slauson & Norwalk**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.884

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	140	554	63	274	756	132	132	937	158	90	1291	339
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	19	6	6	0	0	0	0	22	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	571	70	279	771	135	135	978	161	92	1317	346
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	143	18	70	193	34	34	245	40	23	329	87
Total Analysis Volume [veh/h]	162	571	70	279	771	135	135	978	161	92	1317	346
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.18	0.04	0.17	0.24	0.08	0.08	0.24	0.24	0.06	0.35	0.35
Intersection LOS	D											
Intersection V/C	0.884											

Intersection Level Of Service Report Intersection 2: Slauson & Pioneer

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: E
Volume to Capacity (v/c): 0.973

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	184	567	115	254	439	253	259	1004	364	297	1129	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	0	0	0	15	0	2	5	12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	578	117	266	448	258	264	1039	371	305	1157	269
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	145	29	67	112	65	66	260	93	76	289	67
Total Analysis Volume [veh/h]	188	578	117	266	448	258	264	1039	371	305	1157	269
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.18	0.07	0.17	0.14	0.16	0.17	0.29	0.29	0.19	0.36	0.17
Intersection LOS	E											
Intersection V/C	0.973											

Intersection Level Of Service Report Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 155.0
Level Of Service: F
Volume to Capacity (v/c): 1.136

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1076	562	0	221	387
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1110	573	0	225	402
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	278	143	0	56	101
Total Analysis Volume [veh/h]	0	1110	573	0	225	402
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	1.14	0.57
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	155.03	16.47
Movement LOS		A	A		F	C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	11.03	3.58
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	275.65	89.50
d_A, Approach Delay [s/veh]	0.00		0.00		66.19	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	17.97					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.893

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	515	421	0	1057	1433	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	0	0	4	5	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	536	429	0	1082	1467	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	134	107	0	271	367	0
Total Analysis Volume [veh/h]	536	429	0	1082	1467	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.27	0.00	0.34	0.46	0.00
Intersection LOS	D					
Intersection V/C	0.893					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: E
 Volume to Capacity (v/c): 0.943

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	232	688	103	81	789	117	204	921	163	127	1357	112
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	1	0	0	2	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	237	703	105	83	805	119	209	939	166	132	1384	115
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	176	26	21	201	30	52	235	42	33	346	29
Total Analysis Volume [veh/h]	237	703	105	83	805	119	209	939	166	132	1384	115
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.22	0.07	0.05	0.25	0.07	0.13	0.20	0.10	0.08	0.31	0.31
Intersection LOS	E											
Intersection V/C	0.943											

**Intersection Level Of Service Report
Intersection 6: Norwalk & Los Nietos**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.621

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	137	625	69	132	669	77	68	211	211	108	331	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	0	0	0	0	0	0	0	25
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	641	70	135	682	79	69	215	215	110	338	229
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	160	18	34	171	20	17	54	54	28	85	57
Total Analysis Volume [veh/h]	140	641	70	135	682	79	69	215	215	110	338	229
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.20	0.04	0.08	0.21	0.05	0.04	0.13	0.13	0.07	0.18	0.18
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report**Intersection 7: Los Nietos & Dice**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 19.3
 Level Of Service: C
 Volume to Capacity (v/c): 0.339

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	124	69	61	311	595	190
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	25	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	95	62	317	607	194
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	24	16	79	152	49
Total Analysis Volume [veh/h]	129	95	62	317	607	194
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.34	0.14	0.08	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	19.26	11.02	9.76	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.47	0.47	0.25	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	36.80	11.85	6.13	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.77		1.60		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.95					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 1: Slauson & Norwalk

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.868

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	195	15	72	172	36	45	230	29	16	204	73
Total Analysis Volume [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.24	0.04	0.18	0.22	0.09	0.11	0.22	0.22	0.04	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.868											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.823

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	196	22	39	128	47	55	248	53	41	194	65
Total Analysis Volume [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.06	0.10	0.16	0.12	0.14	0.25	0.25	0.10	0.24	0.16
Intersection LOS	D											
Intersection V/C	0.823											

Intersection Level Of Service Report Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 84.9
Level Of Service: F
Volume to Capacity (v/c): 0.803

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1313	626	0	126	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1313	626	0	126	242
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	328	157	0	32	61
Total Analysis Volume [veh/h]	0	1313	626	0	126	242
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.80	0.35
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	84.86	13.14
Movement LOS		A	A		F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	5.21	1.60
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	130.19	40.01
d_A, Approach Delay [s/veh]	0.00		0.00		37.70	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	6.01					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.682

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	337	333	0	1189	1004	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	337	333	0	1189	1004	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	84	83	0	297	251	0
Total Analysis Volume [veh/h]	337	333	0	1189	1004	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.21	0.00	0.37	0.31	0.00
Intersection LOS	B					
Intersection V/C	0.682					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.712

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	173	36	39	168	49	31	266	40	25	236	15
Total Analysis Volume [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.22	0.09	0.10	0.21	0.12	0.08	0.22	0.10	0.06	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.712											

Intersection Level Of Service Report Intersection 6: Norwalk & Los Nietos

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.785

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	177	31	106	119	23	9	54	29	30	98	45
Total Analysis Volume [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.22	0.08	0.26	0.15	0.06	0.02	0.10	0.10	0.08	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.785											

Intersection Level Of Service Report

Intersection 7: Los Nietos & Dice

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.5
 Level Of Service: C
 Volume to Capacity (v/c): 0.297

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	121	113	57	366	534	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	121	113	57	366	534	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	28	14	92	134	45
Total Analysis Volume [veh/h]	121	113	57	366	534	180
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.15	0.06	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.54	10.82	9.36	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.23	0.54	0.21	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	30.67	13.61	5.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.30		1.26		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.83					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 1: Slauson & Norwalk**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.869

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	3	4	0	0	0	0	13	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	781	62	289	688	142	181	931	116	64	817	291
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	195	16	72	172	36	45	233	29	16	204	73
Total Analysis Volume [veh/h]	164	781	62	289	688	142	181	931	116	64	817	291
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.24	0.04	0.18	0.22	0.09	0.11	0.22	0.22	0.04	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.869											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.826

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	0	0	10	0	1	3	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	128	784	89	158	510	188	221	1003	210	163	780	266
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	196	22	40	128	47	55	251	53	41	195	67
Total Analysis Volume [veh/h]	128	784	89	158	510	188	221	1003	210	163	780	266
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.06	0.10	0.16	0.12	0.14	0.25	0.25	0.10	0.24	0.17
Intersection LOS	D											
Intersection V/C	0.826											

Intersection Level Of Service Report

Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 86.0
 Level Of Service: F
 Volume to Capacity (v/c): 0.807

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↗↘	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1313	626	0	126	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1320	626	0	126	245
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	330	157	0	32	61
Total Analysis Volume [veh/h]	0	1320	626	0	126	245
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.81	0.36
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	85.96	13.19
Movement LOS		A	A		F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	5.25	1.63
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	131.13	40.76
d_A, Approach Delay [s/veh]	0.00		0.00		37.91	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	6.07					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.688

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	337	333	0	1189	1004	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	344	333	0	1192	1007	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	83	0	298	252	0
Total Analysis Volume [veh/h]	344	333	0	1192	1007	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.21	0.00	0.37	0.31	0.00
Intersection LOS	B					
Intersection V/C	0.688					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.713

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	1	0	0	1	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	693	143	156	673	197	126	1063	160	101	943	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	173	36	39	168	49	32	266	40	25	236	15
Total Analysis Volume [veh/h]	183	693	143	156	673	197	126	1063	160	101	943	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.22	0.09	0.10	0.21	0.12	0.08	0.22	0.10	0.06	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report Intersection 6: Norwalk & Los Nietos

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.790

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	0	0	0	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	712	125	422	476	92	34	214	114	120	390	195
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	178	31	106	119	23	9	54	29	30	98	49
Total Analysis Volume [veh/h]	143	712	125	422	476	92	34	214	114	120	390	195
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.22	0.08	0.26	0.15	0.06	0.02	0.10	0.10	0.08	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.790											

Intersection Level Of Service Report**Intersection 7: Los Nietos & Dice**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.6
 Level Of Service: C
 Volume to Capacity (v/c): 0.302

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	121	113	57	366	534	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	15	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	128	57	366	534	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	32	14	92	134	45
Total Analysis Volume [veh/h]	123	128	57	366	534	180
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.18	0.06	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.63	10.97	9.36	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.25	0.63	0.21	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	31.36	15.78	5.17	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.23		1.26		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	C					

Intersection Level Of Service Report**Intersection 1: Slauson & Norwalk**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.884

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	794	59	295	702	145	185	936	118	65	833	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	199	15	74	176	36	46	234	30	16	208	74
Total Analysis Volume [veh/h]	156	794	59	295	702	145	185	936	118	65	833	297
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.25	0.04	0.18	0.22	0.09	0.12	0.22	0.22	0.04	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.884											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.837

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	800	91	158	520	192	225	1013	214	165	793	264
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	200	23	40	130	48	56	253	54	41	198	66
Total Analysis Volume [veh/h]	131	800	91	158	520	192	225	1013	214	165	793	264
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.06	0.10	0.16	0.12	0.14	0.26	0.26	0.10	0.25	0.17
Intersection LOS	D											
Intersection V/C	0.837											

Intersection Level Of Service Report

Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 97.4
 Level Of Service: F
 Volume to Capacity (v/c): 0.855

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration	↑↑		↑↑		↵↵	
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1313	626	0	126	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1339	639	0	129	247
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	335	160	0	32	62
Total Analysis Volume [veh/h]	0	1339	639	0	129	247
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.85	0.37
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	97.45	13.36
Movement LOS		A	A		F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	5.72	1.67
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	143.02	41.85
d_A, Approach Delay [s/veh]	0.00		0.00		42.21	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	6.74					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.694

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	337	333	0	1189	1004	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	344	340	0	1213	1024	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	85	0	303	256	0
Total Analysis Volume [veh/h]	344	340	0	1213	1024	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.21	0.00	0.38	0.32	0.00
Intersection LOS	B					
Intersection V/C	0.694					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.724

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	706	146	159	686	201	128	1084	163	102	962	61
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	177	37	40	172	50	32	271	41	26	241	15
Total Analysis Volume [veh/h]	187	706	146	159	686	201	128	1084	163	102	962	61
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.22	0.09	0.10	0.21	0.13	0.08	0.23	0.10	0.06	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.724											

Intersection Level Of Service Report Intersection 6: Norwalk & Los Nietos

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: C
Volume to Capacity (v/c): 0.798

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	723	128	430	486	94	35	218	116	122	398	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	181	32	108	122	24	9	55	29	31	100	46
Total Analysis Volume [veh/h]	146	723	128	430	486	94	35	218	116	122	398	184
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.23	0.08	0.27	0.15	0.06	0.02	0.10	0.10	0.08	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.798											

Intersection Level Of Service Report**Intersection 7: Los Nietos & Dice**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.307

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	121	113	57	366	534	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	123	115	58	373	545	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	29	15	93	136	46
Total Analysis Volume [veh/h]	123	115	58	373	545	184
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.16	0.07	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.92	10.90	9.43	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.28	0.56	0.21	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.05	14.03	5.34	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.53		1.27		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.86					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 1: Slauson & Norwalk

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.884

Intersection Setup

Name	Norwalk			Norwalk			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	2	0	0	2
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Slauson			Slauson		
Base Volume Input [veh/h]	153	778	58	289	688	142	181	918	116	64	817	291
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	3	4	0	0	0	0	13	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	797	63	295	702	145	185	949	118	65	833	297
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	199	16	74	176	36	46	237	30	16	208	74
Total Analysis Volume [veh/h]	167	797	63	295	702	145	185	949	118	65	833	297
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	ProtPer	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.25	0.04	0.18	0.22	0.09	0.12	0.22	0.22	0.04	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.884											

Intersection Level Of Service Report

Intersection 2: Slauson & Pioneer

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: D
 Volume to Capacity (v/c): 0.840

Intersection Setup

Name	Pioneer			Pioneer			Slauson			Slauson		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Pioneer			Pioneer			Slauson			Slauson		
Base Volume Input [veh/h]	128	784	89	155	510	188	221	993	210	162	777	259
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	0	0	10	0	1	3	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	131	800	91	161	520	192	225	1023	214	166	796	271
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	200	23	40	130	48	56	256	54	42	199	68
Total Analysis Volume [veh/h]	131	800	91	161	520	192	225	1023	214	166	796	271
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.25	0.06	0.10	0.16	0.12	0.14	0.26	0.26	0.10	0.25	0.17
Intersection LOS	D											
Intersection V/C	0.840											

Intersection Level Of Service Report

Intersection 3: Pioneer & 605 Off-Ramp

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 98.8
 Level Of Service: F
 Volume to Capacity (v/c): 0.860

Intersection Setup

Name	Pioneer		Pioneer		605 Off-Ramp	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Pioneer		Pioneer		605 Off-Ramp	
Base Volume Input [veh/h]	0	1313	626	0	126	242
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	0	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1346	639	0	129	250
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	337	160	0	32	63
Total Analysis Volume [veh/h]	0	1346	639	0	129	250
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.01	0.00	0.86	0.37
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	98.75	13.41
Movement LOS		A	A		F	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	5.76	1.71
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	144.03	42.63
d_A, Approach Delay [s/veh]	0.00		0.00		42.46	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	6.81					
Intersection LOS	F					

Intersection Level Of Service Report

Intersection 4: Slauson & 605 Off-Ramp

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: B
 Volume to Capacity (v/c): 0.699

Intersection Setup

Name	605 Off-Ramp		Slauson		Slauson	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	605 Off-Ramp		Slauson		Slauson	
Base Volume Input [veh/h]	337	333	0	1189	1004	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	351	340	0	1216	1027	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	85	0	304	257	0
Total Analysis Volume [veh/h]	351	340	0	1216	1027	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	0	0	1	1	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.21	0.00	0.38	0.32	0.00
Intersection LOS	B					
Intersection V/C	0.699					

**Intersection Level Of Service Report
Intersection 5: Norwalk & Telegraph**

Control Type: Signalized
 Analysis Method: ICU 1
 Analysis Period: 15 minutes

Delay (sec / veh): -
 Level Of Service: C
 Volume to Capacity (v/c): 0.725

Intersection Setup

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	2
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Telegraph			Telegraph		
Base Volume Input [veh/h]	183	692	143	156	673	197	125	1063	160	100	943	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0	1	0	0	1	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	707	146	159	686	201	129	1084	163	103	962	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	177	37	40	172	50	32	271	41	26	241	16
Total Analysis Volume [veh/h]	187	707	146	159	686	201	129	1084	163	103	962	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	1	1	0	1	1	0	1	1	0	1	1	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.22	0.09	0.10	0.21	0.13	0.08	0.23	0.10	0.06	0.21	0.21
Intersection LOS	C											
Intersection V/C	0.725											

Intersection Level Of Service Report Intersection 6: Norwalk & Los Nietos

Control Type: Signalized
Analysis Method: ICU 1
Analysis Period: 15 minutes

Delay (sec / veh): -
Level Of Service: D
Volume to Capacity (v/c): 0.804

Intersection Setup

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Norwalk			Norwalk			Los Nietos			Los Nietos		
Base Volume Input [veh/h]	143	709	125	422	476	92	34	214	114	120	390	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	0	0	0	0	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	146	726	128	430	486	94	35	218	116	122	398	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	182	32	108	122	24	9	55	29	31	100	50
Total Analysis Volume [veh/h]	146	726	128	430	486	94	35	218	116	122	398	199
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	1	0	0	1	0	0	1	0	0	1	0	0
Auxiliary Signal Groups													
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.23	0.08	0.27	0.15	0.06	0.02	0.10	0.10	0.08	0.19	0.19
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report**Intersection 7: Los Nietos & Dice**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.312

Intersection Setup

Name	Dice		Los Nietos		Los Nietos	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Dice		Los Nietos		Los Nietos	
Base Volume Input [veh/h]	121	113	57	366	534	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0200	1.0200	1.0200	1.0200	1.0200	1.0200
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	15	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	130	58	373	545	184
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	33	15	93	136	46
Total Analysis Volume [veh/h]	125	130	58	373	545	184
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.18	0.07	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	18.01	11.05	9.43	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.31	0.65	0.21	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.77	16.24	5.34	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.46		1.27		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	C					