APPENDIX F
TRAFFIC AND PARKING STUDY

Traffic Study for the Elysian Reservoir Water Quality Improvement Project Los Angeles, California

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1. Introduction

This report documents the traffic analysis prepared by KOA Corporation to assess the traffic impact of the proposed Elysian Reservoir Water Quality Improvement Project, located within Elysian Park. The park is owned by the City of Los Angeles and operated by the Department of Recreation and Parks (LADRP). The existing reservoir facility is maintained by the City of Los Angeles Department of Water and Power (LADWP).

This traffic study assesses the potential traffic impact of the construction of the proposed Project as well as two alternatives. An additional focused analysis was also conducted of trips that would be generated by a post-project park use, to be constructed on six acres of the project site with the proposed Project.

1.1 Project Overview

In order to ensure compliance with updated United States Environmental Protection Agency (EPA) water quality standards, the Los Angeles Department of Water and Power (LADWP) proposes to replace the uncovered Elysian Reservoir with underground concrete tanks, which would be sited essentially within the existing reservoir footprint.

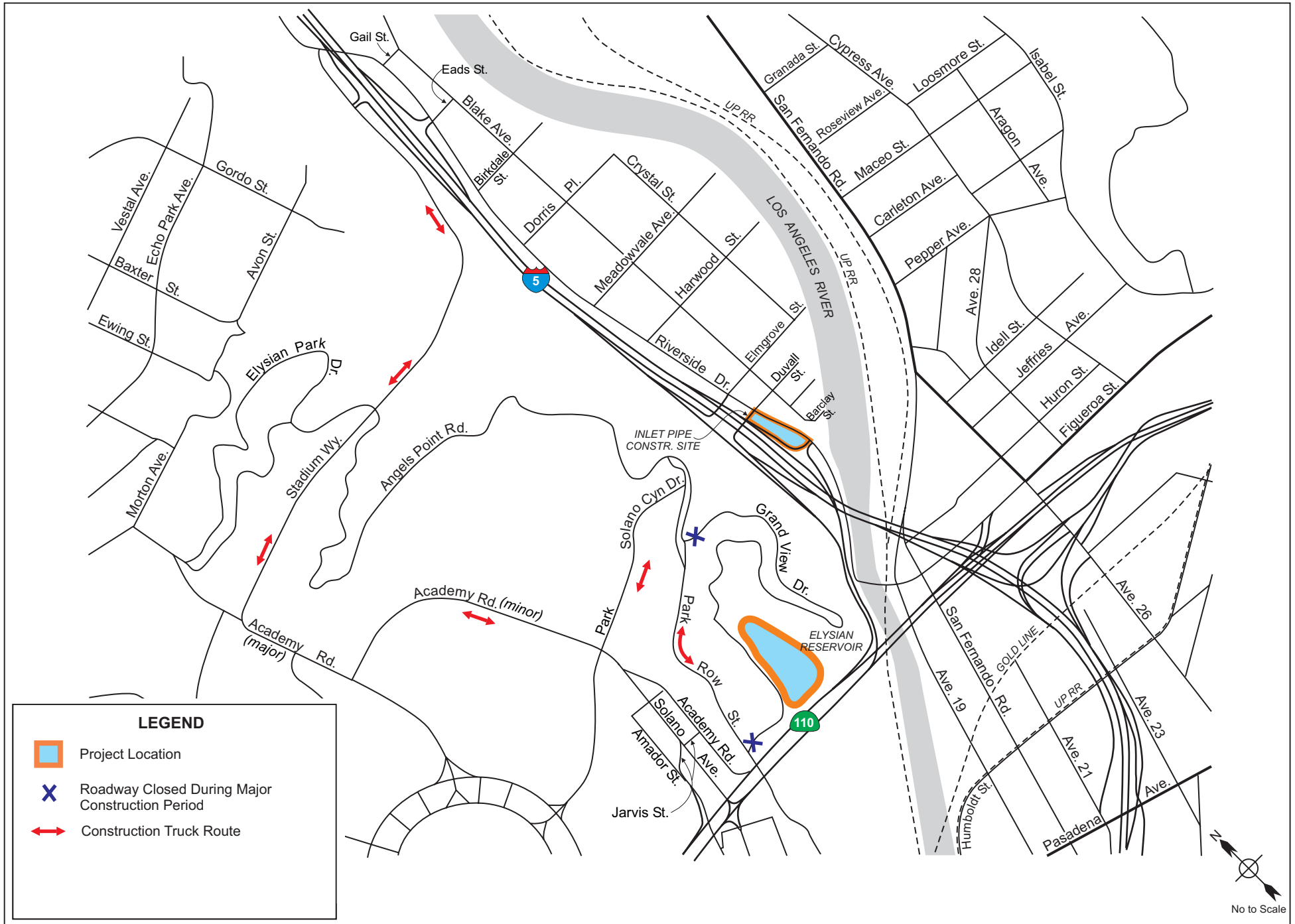
The area atop the tanks would be developed for recreation uses in the post-Project period, under the proposed Project scenario. A shallow wildlife pond would also be created at the northern end of the project site, outside of the area of the tanks.

After the completion of project construction, the site would be open to the public as part of an expanded but managed area of Elysian Park. Other than facilities related to water storage and transmission, the site would be maintained and operated by the Los Angeles Department of Recreation and Parks (LADRP). The determination of the nature of recreation functions to be provided at the Elysian Reservoir property would require a separate planning process that would involve community, LADRP, LADWP, and City Council office participation and would occur after 2015, at a date closer in time to the implementation of any recreation improvements at the property. Impacts of a potential park use within the Project site area has been analyzed, based on a conservative level of recreational development.

1.2 Project Location

The existing Elysian Reservoir is located approximately 1.5 miles north of downtown Los Angeles. The reservoir site is located to the northwest of and immediately adjacent to the Arroyo Seco Parkway (State Route 110), between Dodger Stadium to the southwest and the Golden State Freeway (Interstate 5) to the northeast. Elysian Reservoir is accessed off of Grand View Drive, which is a road located within the interior of Elysian Park.

Figure 1 illustrates the roadway network area and the location of the project site.



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II

Figure 1

Project Location

1.3 Level of Service Definition

The concept of level of service (LOS) for roadway segments is typically defined in terms of average travel speed of all vehicles on the facility. Average travel speed is strongly influenced by the density of signalized intersections per mile, average intersection delay, the number of driveways per segment and the presence of on-street parking.

Table 1 provides descriptions of general roadway operations for each LOS value, as defined within the 2000 *Highway Capacity Manual* (published by the Transportation Research Board).

Table 1 – Level of Service Definitions

Level of Service	Flow Conditions	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.	0.00-0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61-0.70
C	LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71-0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	0.81-0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed of less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91-1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Section 4 of this report provides a review of existing LOS values at the study intersections and roadway segments. Section 5 provides a review of pre-Project (pre-construction and pre-operations) conditions. Construction period LOS values for the various alternatives are reviewed within Section 7, and LOS values related to post-project recreation use at the project site are reviewed within Section 8.

2. Proposed Project Description and Construction Phasing

2.1 Project Description

To accomplish the objectives of the proposed Project, a new buried concrete-covered reservoir would be constructed in place of the existing uncovered Elysian Reservoir. The buried concrete cover would be located essentially within the existing reservoir footprint, and would provide an equivalent storage and basic operational capabilities to the existing reservoir. The area atop the underground tanks would be developed in accordance with a recreation plan prepared by LADRP, with the proposed Project.

For the purposes of the EIR, the proposed recreation facilities have been defined as three full-size soccer fields; a skate park; playground; perimeter walking/jogging path with exercise stations; recreation building(s) housing restrooms, concession areas, offices, and equipment storage areas; and a maintenance storage yard.

These facilities would be essentially contained in the area previously occupied by the reservoir complex. A small wildlife pond would be constructed at the north end of the Elysian Reservoir property, to the north of the recreation area.

In addition to the reservoir and recreation improvements, a new 54-inch diameter underground inlet line would be constructed to replace the existing 36-inch inlet line and improve the distribution system capability. The proposed inlet line would connect the buried reservoir to the existing Riverside Trunk Line adjacent to Riverside Drive (on the east side of the I-5 freeway). This inlet line construction would be located within Caltrans landscaped right-of-way adjacent to the I-5 northbound on-ramp, along the west side of Riverside Drive, between Barclay Street and Duvall Street. Construction of the new inlet line would proceed independently from the reservoir, but occur concurrently with the first two years of the reservoir construction period.

2.2 Construction Staging

Construction of the proposed Project would take approximately five and a-half years to complete. However, due to potential delays, the actual construction period may continue for up to six and a-half years to complete. It is anticipated that construction activities would start in 2015 and be completed in 2020.

Throughout construction, Grand View Drive would be closed to ensure public safety and to provide equipment storage, worker parking, and a material laydown areas. This road segment essentially surrounds the reservoir. It is located outside the reservoir property but entirely within the boundaries of Elysian Park.

Due to vehicle load restrictions on certain roads and bridges and to minimize impacts to local neighborhoods, the proposed truck delivery and haul route in the vicinity of the project has been restricted to one specific access route. The inbound route proceeds from the Stadium Way exit from the I-5 freeway, south along Stadium Way, east (left) on Academy Road (to the Dodger Stadium Gate), north (left) on Academy Road, north (left) on Solano Canyon Drive, south (right) on Park Row Street, and east (left) on Grand View Drive to the project site. Outbound traffic would follow the same route in a reverse direction.

The construction effort would be conducted in five basic phases:

Phase 1: Mobilization, Bypass Line Construction & Activation, and Reservoir (16 months)

The first phase of construction would consist of mobilizing for construction, constructing and activating the new reservoir bypass line, and draining and demolishing the existing Elysian Reservoir and appurtenant facilities. This phase would take approximately 16 months to complete. Based on a monthly average, the number of on-site workers per day would range from a low of 17 during mobilization to a peak of 98 workers during concurrent bypass line construction and the initiation of Phase 2 activities. The number of truck deliveries or haul trips per day would range from a low of six during the bypass line construction to a peak of 98 workers during concurrent bypass line construction and reservoir construction.

To minimize disruptions to the Elysian Reservoir service area water distribution system, the construction of the new bypass line would be substantially completed and activated prior to the removal of the existing bypass line from service.

The draining of the reservoir would be accomplished by normal consumption through the drinking water distribution system until the water reached the lower limit of the normal operating range. It would take approximately two weeks to drain the remaining water and an additional two to three to dry out to be ready for subsequent construction activities.

Phase 2: Reservoir Rough Shaping, Retaining Wall Excavation, Sub-Grade Excavation and Preparation, and New Inlet and Outlet Structures (19 months)

The second phase of construction would involve rough shaping and excavating of the reservoir bottom and preparing the sub-grade below the reservoir to adequately support the concrete roof system and the soil cover. A new inlet structure and outlet structure for the reservoir would also be constructed during this phase. The entire phase would take approximately 19 months to complete. The number of on-site workers per day would range from a low of 37 to a peak of 91 workers during the concurrent sub-grade preparation and inlet/outlet structure construction. Based on a monthly average, the number of truck deliveries or haul trips per day would range from a low of 6 to a peak of 16 workers during the concurrent sub-grade preparation and inlet/outlet structure construction.

Phase 3: Concrete Reservoir and Sub-Drain System Construction (14 months)

The third phase of construction wound involve the construction of the new concrete reservoir, including the perimeter retaining walls and interior walls, liner and sub-drain system, and column and roof assembly. This phase would take approximately 14 months to complete. The number of on-site workers per day would range from a low of 63 to a peak of 92 workers. Based on a monthly average, the number of truck deliveries or haul trips per day would range from a low of 23 to a peak of 57 workers.

Phase 4: Backfilling and Covering the Concrete Reservoir (2 months)

The fourth phase of construction would consist of backfilling behind the retaining walls and covering the reservoir with topsoil. The refilling of the reservoir would take approximately one month after the completion of backfilling. This phase would take approximately two months to complete. Based on a monthly average, the number of on-site workers per day would be about 45. The average number of truck deliveries or haul trips per day would be about 126.

Phase 5: Recreation Improvements (12 months)

The final phase of the proposed Project would involve the construction of the recreation facility and wildlife pond. Recreation development would be limited to the level area that would exist after completion of the tank construction.

The buried reservoir would consume approximately two-thirds of the property in the center of the site, and the space available for recreational facilities would be essentially limited to the areas outside of the reservoir footprint. Therefore, large structural elements cannot be located above the buried reservoir because of load-bearing concerns and accessibility to the underground facilities. These elements would include buildings and certain recreation functions such as skate parks.

The wildlife pond would be located at the northern end of the property to avoid the underground tanks and, based on its intended purpose, to establish a separation from more active recreation uses at the site.

The recreation facility would require the provision of emergency access roads and maintenance access around the perimeter of the site, limiting the space available for facility development of certain types. Some roads may also be required in the interior of the site to provide access for maintenance and operations related to certain components of the water storage facilities.

Several types of aboveground structures, such as manholes, access hatches, vents, and electrical cabinets would be required in relation to the buried reservoir. Certain limitations relative to infrastructure and minimum separation distances must be considered. These structures would be incompatible with and, therefore, limit the flexibility of certain elements, such as soccer fields.

To maintain flexibility for the recreation planning process, LADRP has identified an intensive level of recreation development at the site that may include any or all of the following elements:

- Up to three soccer fields
- Skate plaza
- Playground
- Perimeter walking/jogging path with exercise stations
- Recreation support building(s) housing restrooms, concession areas, offices, and equipment storage areas
- Maintenance storage yard
- Parking for up to 200 vehicles
- Bus drop-off/turnaround area

Based on the constraints discussed above, it is unlikely that all of these elements could be accommodated within the reservoir property. However, this program is being considered in the EIR in order to provide a conservative impact analysis.

This phase of work would take approximately 12 months to complete. An average of approximately 30 workers would be on site throughout the phase. However, 45 workers may be required during peak construction. Delivery trips to the site would not exceed five truck trips on any day.

2.3 Inlet Line Construction

The new inlet line construction would involve boring a tunnel, with an approximate length of 2,300 feet, between the Riverside Trunk Line and the site area just north of Elysian Reservoir. The construction of the inlet line would take 25 months to complete and, as discussed above, would occur concurrently with Phase 1 and Phase 2 of the reservoir construction. Based on a monthly average, the number of on-site workers per day would range from a low of 11 to a peak of 17 workers. The number of truck deliveries or haul trips per day would range from a low of one to a peak of 16 workers.

The first task of the inlet line construction would take approximately five months and would involve mobilization and site preparation. Essentially the entire "island" area (the landscaped right-of-way between the freeway and Riverside Drive) would be disturbed. This island is located along the west side of Riverside Drive between the north I-5 on-ramp/off-ramp across from Barclay Street and the south I-5/SR-110 on-ramps across from Duvall Street. The approximately one-acre island would be used as a staging area and include employee parking, equipment and materials laydown, field offices, and the tunnel launching pit. The pit itself would be approximately 40 feet long, 15 feet wide, and 40 feet deep.

The preparation of the staging area would also involve the construction of a 12-foot wide traffic lane that would parallel Riverside Drive, but would be located entirely within the island, facilitating truck egress from and ingress to Riverside Drive during delivery and hauling activities. This would generally avoid the closure of Riverside Drive traffic lanes during tunnel construction.

The second task of the inlet line construction would take approximately 16 months and would include the tunnel construction and inlet line installation. The tunnel would consist of a 102-inch diameter concrete or steel casing.

The third task of the inlet line construction would consist of installing approximately 150 feet of 54-inch pipeline from the launching pit located on the west side of Riverside Drive that would connect to the Riverside Trunk Line, which runs along the east side of Riverside Drive. The pipeline would be installed using traditional open trench construction techniques. This would require the temporary closure of traffic lanes on Riverside Drive. However, no more than one lane would be closed, and the overall disruption to traffic would be less as compared to the tunneling installation.

The final task of work would take approximately two months and would consist of demobilizing and restoring the Caltrans island. Once the inlet line is completed, the existing inlet line would be removed from service, and water would be supplied to the new bypass line through the new inlet line.

The inlet line construction would occur concurrently with the reservoir construction, but both construction sites are physically separated.

2.4 Post-Project Operations

The Elysian Reservoir property would remain under the ownership of LADWP, however, the planned recreation functions and property maintenance (other than the water supply and distribution facilities) would be the responsibility of LADRP. The post-project recreational uses would represent an expansion of overall Elysian Park uses.

Recreation functions would be permitted during daylight hours only, and no night lighting other than minimal parking lot and pathway security lighting would be provided. Peak use periods would be weekend evenings and weekend afternoons. A gate would be installed at the entrance to the site that would be opened in the morning and closed at dusk.

This post-project use is discussed in more detail, along with potential parking and traffic circulation impacts, within Section 8 of this report.

3. Alternatives to the Proposed Project

In accordance with Section 15126.6(a) of the CEQA Guidelines, the project environmental documentation must discuss a range of reasonable alternatives to the project.

A discussion of each alternative is provided below. The construction truck route for each alternative would be similar to the proposed project, as discussed within Section 2 of this report. Throughout construction, the truck and delivery route and access provisions would be the same as that defined for the proposed project.

- Alternative 1: No Project
- Alternative 2: Floating Reservoir Cover Alternative
- Alternative 3: Aluminum Cover Alternative

An evaluation of these alternatives, identified by LACDPW for the proposed Project, is provided within Section 6 (trip generation) and Section 7 (significant impacts) of this report:

3.1 Alternative 1 – No Project

Under Alternative 1 (No Project), the Reservoir operations would remain the same as under existing conditions and a negligible number of vehicle trips would continue to be generated on a daily basis.

3.2 Alternative 2 – Floating Reservoir Cover

Under the Alternative 2 (Floating Cover Alternative), the reservoir would remain in its existing configuration. A flexible membrane floating cover of approximately 305,000 square-feet in size would be installed over the entire surface of the reservoir and secured to the edge of the reservoir. Under this alternative, the Elysian Reservoir property would remain under the operation of LADWP and no recreational facilities would be constructed.

Construction of the alternative would take approximately two and a-half years to complete. It is anticipated that construction activities would start in early 2014 and be completed in late 2016. The activities would be conducted in three basic phases, as described below.

As with the proposed Project, Grand View Drive would be closed throughout construction to ensure public safety and to provide equipment storage, worker parking, and material laydown areas. The proposed truck delivery and haul route would remain the same as under the proposed Project, due to restrictions related to loads on certain roads and bridges and to minimize impacts to local neighborhoods.

Similar to the proposed Project, the Floating Cover Alternative would include the construction of a new 54-inch diameter underground inlet line connecting the reservoir to the existing Riverside Trunk Line, adjacent to Riverside Drive. This new inlet line would replace the existing 36-inch inlet line and would provide improved distribution system capability. The inlet line construction would be essentially concurrent with the floating cover construction. Details on the inlet line construction were provided within Section 2 of this report.

Phase 1: Mobilization, Bypass Line Construction & Activation, and Reservoir Demolition (19 months)

The first phase of the Floating Cover Alternative construction would consist of mobilizing for construction, construction and activating the new reservoir bypass line, and draining and demolishing the existing reservoir. This phase would take approximately 19 months to complete. During Phase 1, an average of approximately 17 to 72 daily workers would be on-site during the concurrent bypass line construction and reservoir demolition. Based on a monthly average, approximately six to 34 daily truck deliveries or haul trips would be generated from the site.

Mobilization would entail widening and stabilizing existing on-site roads as necessary for truck access during construction. Improvement to Grand View Drive at the intersection with Park Row Street would be required to facilitate outbound truck traffic from the reservoir site. The improvement would include both grading and widening the road at the intersection. To provide an adequate turning radius for trucks, a truck turnaround area would be provided at Point Grand View, northeast of the reservoir. The existing parking area and several palm trees would be removed during construction, which would be restored after the completion of construction.

Draining the reservoir would initially be accomplished by normal consumption through the drinking water distribution system until the water level reached the lower limit of the normal operating range of the reservoir. It would take approximately two weeks to drain the remaining water and an additional two to three weeks for the reservoir to dry out.

Phase 2: Construction New Inlet and Outlet Structures and Installation of Asphalt Reservoir Liner (9 months)

The second phase of construction would consist of constructing the new inlet and outlet structures and connecting the structures to the inlet/bypass line system. In addition, the reservoir would be relined with asphaltic concrete, and new concrete equipment vaults would be installed. This phase of work would take approximately nine months to complete. Based on the monthly average, approximately 25 to 54 workers would be on-site per day. Approximately eight to 14 truck deliveries and haul trips would occur on a daily basis.

Phase 3: Installation of Floating Cover (3 months)

The third phase of construction would consist of installation of the floating cover, refilling of the reservoir, and construction of the wildlife pond. This phase of work would take approximately three months to complete. Based on the monthly average, approximately 18 workers would be on-site per day. Approximately one truck delivery and haul trip would occur on a daily basis. After the floating cover is installed, it would take approximately one month to refill the reservoir. This would occur concurrently with demobilization.

Floating Cover Operations

Operations of the reconstructed reservoir with the floating cover would not require the permanent presence of LADWP personnel on-site. Occasional washing to remove dirt and debris would be necessary to protect the drinking water supply. These operations would generate minimal traffic to and from the site. However, every 15 to 20 years, the floating cover would need to be replaced, which would entail similar activity as described in Phase 3.

3.2 Alternative 3 – Aluminum Cover

Under project Alternative 3 (Aluminum Cover Alternative), the Reservoir would be retained in its existing configuration, and LADWP would install a lightweight aluminum cover over the entire water surface. Under this alternative, the Reservoir would remain under the operation of LADWP and recreational facilities would not be constructed. Therefore, public access to the Elysian Reservoir would be prohibited. As part of the Aluminum Cover Alternative, and similar to other alternatives, a wildlife pond would be created at the north end of the reservoir property.

Construction of this alternative would take approximately four years to complete. It is anticipated that construction activities would start in mid 2014, be completed in mid 2018, and would be conducted in three basic phases as described below.

As with the proposed Project, Grand View Drive would be closed throughout construction to ensure public safety and to provide equipment storage, worker parking, and material laydown areas. Because of restrictions related to loads on certain roads and bridges and to minimize impacts to local neighborhoods, the proposed truck delivery and haul route would be the same as that for the proposed Project.

Similar to the proposed Project, the Aluminum Cover Alternative would include the construction of a new 54-inch diameter underground inlet line connecting the reservoir to the existing Riverside Trunk Line, adjacent to Riverside Drive. This new inlet line would replace the existing 36-inch inlet line and would provide improved distribution system capability. The inlet line construction would be essentially concurrent with the floating cover construction, as with other project alternatives.

Phase 1: Mobilization, Bypass Line Construction & Activation and Reservoir Demolition (19 months)

The first phase of the Aluminum Cover Alternative construction would consist of mobilizing for construction, construction and activation of the new reservoir bypass line, and draining and demolishing the existing reservoir. This phase would take approximately 19 months to complete. During Phase 1, an average of approximately 17 to 72 daily workers would be on-site during the concurrent bypass line construction and reservoir demolition. Based on a monthly average, approximately six to 46 daily truck deliveries or haul trips would be generated from the site.

Mobilization would entail widening and stabilizing existing on-site roads as necessary for truck access during construction. Improvements to Grand View Drive at the intersection with Park Row Street would be required to facilitate outbound truck traffic from the reservoir site. The improvements would include both grading and widening of the road at the intersection. To provide an adequate turning radius for trucks, a truck turnaround area would be provided at Point Grand View, northeast of the reservoir. The parking area and several palm trees would be removed during construction, which would be restored after construction.

Draining of the reservoir would initially be accomplished by normal consumption through the drinking water distribution system until the water level reached the lower limit of the normal operating range of the reservoir. It would take approximately two weeks to drain the remaining water and an additional two to three weeks for the reservoir to dry out.

Phase 2: Construction New Inlet and Outlet Structures and Installation of Asphalt Reservoir Liner (9 months)

The second phase of construction would consist of constructing the new inlet and outlet structures and connecting the structures to the inlet/bypass line system. In addition, the reservoir would be relined with asphaltic concrete, and new concrete equipment vaults would be installed. This phase of work would take approximately nine months to complete. Based on the monthly average, approximately 25 to 54 workers would be on-site per day. Approximately eight to 14 truck deliveries and haul trips would occur on a daily basis.

Phase 3: Aluminum Cover Construction (18 months)

The third phase of construction would consist of installation of the aluminum cover, refilling the reservoir, and construction of the wildlife pond. This phase of work would take approximately 18 months to complete. Based on the monthly average, approximately 23 workers would be on-site per day. Approximately four truck deliveries and haul trips would occur on a daily basis. After the aluminum cover is installed, it would take approximately one month to refill the reservoir. This would occur concurrently with demobilization.

Aluminum Cover Operations

Operations of the reconstructed reservoir with the aluminum cover would not require the permanent presence of LADWP personnel on-site. As described above, no recreation area or public access would be provided within the Elysian Reservoir site under this alternative. Maintenance of the aluminum cover is minimal and such operations would generate minimal traffic to and from the site.

Solar Panel Option

LADWP would consider an option to install solar photovoltaic panels on the aluminum cover. The installation of the solar panels would be an additional phase of construction that would occur after the construction of the aluminum cover. The solar panel option would extend the construction period from approximately four years to five and a-half years.

Phase 4: Solar Panel Installation (7 months)

The fourth phase of construction would consist of the installation of the solar panels, including panel installation and wiring, the installation of power inverters and transformers, and the interconnection of the solar power facility to the City distribution system. This phase would take approximately seven months to complete. Approximately 16 workers would be required to install the panels and complete the wiring. This task would require less than three truck deliveries per day for the solar panels and about two additional truck deliveries for the other required components.

Solar Power Facility Operations

No additional personnel would be required at the Elysian Reservoir site on a daily basis to maintain and operate the solar power facilities. A small number of personnel may be required during brief periods when certain maintenance operations must be performed. Occasional washing of the solar panels would be performed on an as-needed basis to maintain system performance.

4. Existing Area Traffic Conditions

This report section describes the characteristics of roadways within the study area. A review of the collected traffic volumes is provided, along with a level of service analysis for these facilities.

4.1 Study Intersections and Roadway Segments

For the traffic impact analysis, five locations were defined as study intersections in the project Memorandum of Understanding (MOU) with LADOT, which is provided as Appendix A to this report. Existing intersection traffic volumes were collected on Thursday, September 16, 2010 and on Friday, September 17, 2010.

The following are the locations of the study intersections:

1. Stadium Way / Riverside Drive *
2. Stadium Way / Landa Street – I-5 southbound on & off ramps*
3. Riverside Drive / Eads – I-5 northbound on & off ramps (to Stadium Way) *
4. Riverside Drive / I-5 northbound on ramp & I-110 northbound off-ramp (south of Oros Street) *
5. Academy Road (major)/Academy Road (minor) ** #
6. Academy Road/Park Road (Solano Canyon Drive on some maps)**

** Weekday a.m. and p.m. peak hour counts were collected at these locations.*
*** Weekday p.m. peak hour counts only were collected at these locations, due to low anticipated morning traffic activity in the area.*
 # Unsignalized intersection.

Counts were conducted on two days to provide analysis of traffic with and without active baseball games at Dodger Stadium. An evening Los Angeles Dodgers baseball game was scheduled on Friday (September 17, 2010) at nearby Dodger Stadium.

In addition, the following five roadway segments were also included in the study area:

A. Stadium Way, between Riverside Drive and I-5 southbound ramps
B. Riverside Drive, between Gall Street and Forney Street
C. Riverside Drive, between Fernleaf Street and Elmgrove Street
D. Riverside Drive, between Oros Street and I-5 northbound ramps
E. Stadium Way, north of Academy Road
F. Academy Road, east of Stadium Way
G. Academy Road, north of Academy Road east-west segment

The associated daily roadway counts were also collected for two consecutive days, during the same days as the intersection counts.

Figure 2 illustrates the locations of the study intersections and roadway segments. Figure 3 illustrates the study intersection approach lanes and control configurations. The existing traffic count volumes are provided within Appendix B of this report.

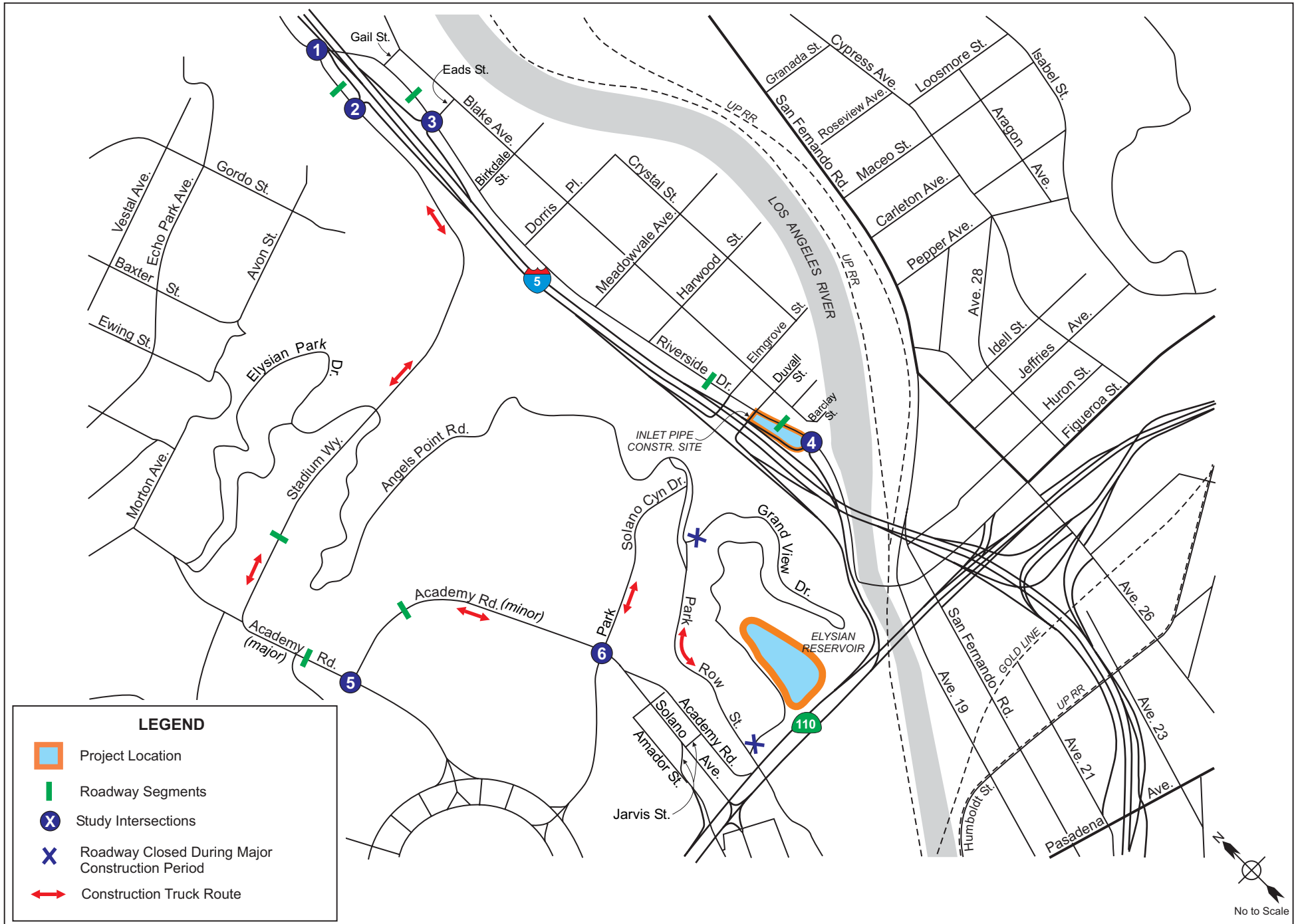

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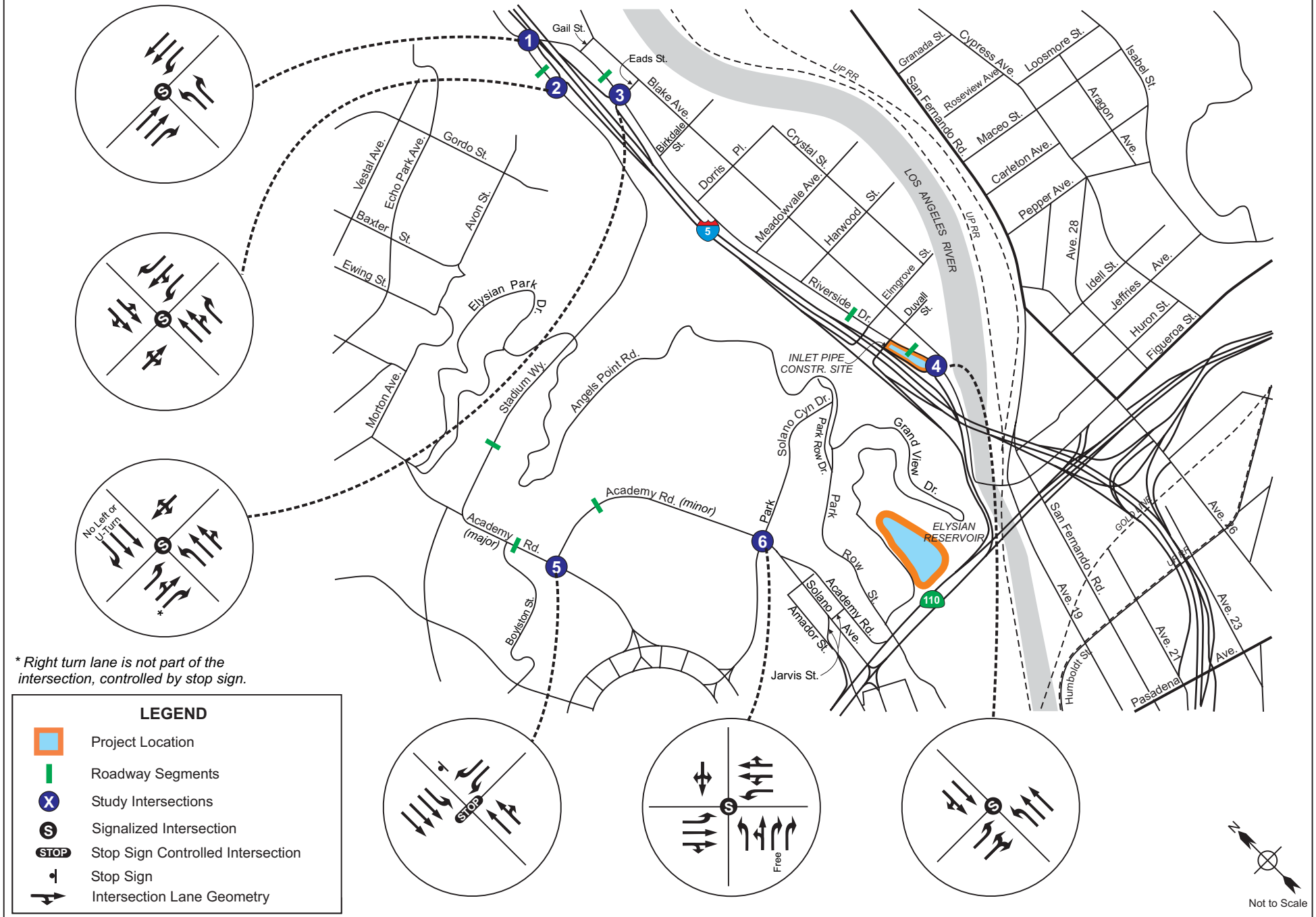
Figure 2

Study Intersections and Roadway Segments



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II

Figure 3

Intersection Lane Configurations

4.2 Local Roadway Characteristics

The following text provides a description of the study roadway segments and other roadways in the vicinity of the Project site.

Riverside Drive in the project vicinity is a four-lane roadway bordered by office and storage land uses between Gall Street and Interstate 5. There is no posted speed limit, and on-street parking is prohibited.

Stadium Way is a six-lane roadway in the vicinity of the two study roadway segments of Academy Road and Elysian Park Drive. There are no developed land uses adjacent to these segments, or there is adjacent parkland within Elysian Park, and on-street parking is prohibited. There is a posted speed limit of 35 miles per hour (mph) on Stadium Way between Academy Road and Elysian Park Drive.

Academy Road, in the project vicinity, has variable lane configurations:

- Between Stadium Way and Boylston Street, the roadway has three northbound lanes and two southbound lanes.
- Between Boylston Street and Solano Canyon Drive, the roadway has two northbound lanes and one southbound lane.
- Between Solano Canyon Drive and the SR-110 freeway, the roadway has one northbound lane and one southbound lane.

There are no posted speed limits on these roadway segments. There are no developed land uses adjacent to the roadway, outside of Dodger Stadium and the LAPD training facility, and parking is generally prohibited.

Solano Avenue, between Javis Street and the SR-110 freeway, provides two lanes northbound and one lane southbound with a 15 mph posted speed limit. The adjacent land uses are primarily residential and parking is prohibited along the east side of the roadway adjacent to Solano Avenue Elementary School. Parking is generally permitted along other segments. Solano Avenue provides one lane in each direction of travel between the SR-110 freeway and Broadway with a 25 mph posted speed limit.

Amador Street, between Javis Street and the SR-110 freeway, traverses a residential neighborhood and provides two southbound travel lanes and one northbound travel lane. The posted speed limit is 15 mph. There are no parking restrictions on the east side of this roadway segment but parking is prohibited at all times on the west side.

Solano Canyon Drive is a two-lane roadway between Academy Road and Angels Point Road and has no posted speed limit. The land adjacent to this roadway is parkland within Elysian Park and there are no posted parking restrictions.

Park Row Drive / Park Row Street, as a continuous facility, is a two-lane roadway bordered by Elysian Park to the south of Solano Canyon Drive and to the west of the Arroyo Seco Parkway. On-street parking is prohibited south of Solano Canyon Drive at all times. No posted parking restrictions are provided west of the Parkway.

Grand View Drive is a roadway located to the north of Park Row Drive, which does not have a striped centerline. The adjacent land is part of Elysian Park and there are no posted parking restrictions or speed limits.

Interstate 5 (Golden State Freeway) is an eight-lane north-south interstate highway located to the north of the project site. This facility has multiple interchanges with Riverside Drive and Stadium Way in the vicinity of the study area and provides access between downtown Los Angeles on the south and the San Fernando Valley on the north.

State Route 110 (Arroyo Seco Parkway) is a six-lane north-south freeway that is located to the east of the project site, and also defines the eastern edge of Elysian Park. To the south of the I-10 freeway in downtown Los Angeles, the freeway is designated as Interstate 110 (Harbor Freeway). Truck traffic is prohibited along the older section of the freeway corridor that extends north of the US-101 (Hollywood Freeway). The I-110/SR-110 corridor provides access between San Pedro and Long Beach on the south and Pasadena on the north.

4.3 Existing Area Transit Service

The project study area is served by public transit bus lines operated by the County of Los Angeles Metropolitan Transportation Authority (Metro). Metro Line 96 is the only route that serves the study area, with stops along Riverside Drive. Transit service is not provided along Stadium Way or Academy Road. The approximate service frequency of Line 96 is 28 minutes during the weekday a.m. and p.m. peak hours.

4.4 Existing Intersection Levels of Service

This report section documents the existing weekday a.m. and p.m. peak-hour traffic operations within the study area. Based on the traffic counts conducted at the study intersections, a level of service (LOS) value and a corresponding volume-to-capacity (v/c) ratio was determined for each of the six locations. The Critical Movement Analysis (CMA) methodology, also known as the Circular 212 Planning methodology, was used to conduct these calculations. LADOT-provided spreadsheets were used to finalize the calculations.

Table 2 provides the v/c and LOS values for existing (2010) conditions, during the a.m. and p.m. peak hours.

Table 2 –Intersection Level of Service Calculations – Existing (2010) Conditions

Study Intersections	Scenario	Weekday AM Peak		Weekday PM Peak	
		V/C	LOS	V/C	LOS
1. Stadium Way / Riverside Dr	Non Game	0.651	B	0.660	B
	Game	0.568	A	0.725	C
2. Stadium Way / I-5 SB on & off Ramps	Non Game	0.656	B	0.517	A
	Game	0.611	B	0.619	B
3. Riverside Dr / I-5 NB on & off Ramps	Non Game	0.435	A	0.368	A
	Game	0.380	A	0.456	A
4. Riverside Dr / NB on & off Ramps	Non Game	0.265	A	0.309	A
	Game	0.244	A	0.354	A
5. Academy Rd (Major) / Academy Rd (Minor) *	Non Game	Excluded from AM		8.7	A
	Game	peak analysis		9.0	A
6. Academy Rd / Park - Solano Canyon Dr	Non Game	Excluded from AM		0.065	A
	Game	peak analysis		0.102	A

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

The data in Table 2 indicates that all of the study intersections are currently operating at LOS C or better during the weekday peak hours on a scheduled Dodgers game day, and at LOS B or better on a non-game day. The differences in v/c values for game and non-game days during the a.m. peak hour are only based on differences in general traffic levels on both days and not the presence of significant Dodger Stadium traffic.

The existing (2010) peak-hour turn movement volumes at the study intersections are provided on Figure 4 (a.m. peak) and Figure 5 (p.m. peak), beyond Table 3.

The traffic count summaries are provided in Appendix B of this report. The intersection level of service worksheets for the existing conditions scenario are provided in Appendix C of this report.

4.6 Existing Roadway Segment Volumes

To provide conservative roadway analysis, similar to the study intersection analysis, the traffic counts on the study area roadway segments were conducted for two consecutive days, a scheduled game day via Dodger Stadium and a non-game day (typical weekday). Table 3 provides a summary of the average daily traffic (ADT) volumes, based on the September 2010 counts.

Table 3 – Study Roadway Segments – Existing (Year 2010)
Weekday Daily Vehicle Volumes

	Street Segments	None Game Day	Game Day
A	Stadium Way, Between Riverside Drive and I-5 southbound ramps	12,586	15,474
B	Riverside Drive, Between Gail Street and Forney Street	17,778	20,229
C	Riverside Drive, Between Fernleaf Street and Elmgrove Street	15,228	15,833
D	Riverside Drive, Between Oros Street and I-5 northbound ramps	13,879	13,780
E	Stadium Way, North of Academy Road	13,586	19,010
F	Academy Road, East of Stadium Way	3,295	9,805
G	Academy Road, North of Academy Road east-west segment	3,497	3,776

The data in Table 3 indicates that the highest daily vehicle volume on both game and non-game days is on Riverside Drive, between Gail Street and Forney Street, north of the I-5 northbound on and off ramps.

The existing (2010) average daily weekday volumes are provided on Figure 4 and Figure 5. The same values are provided on each figure, as daily volumes are not specific to either peak hour.

The traffic count summaries are provided within Appendix B to this report.

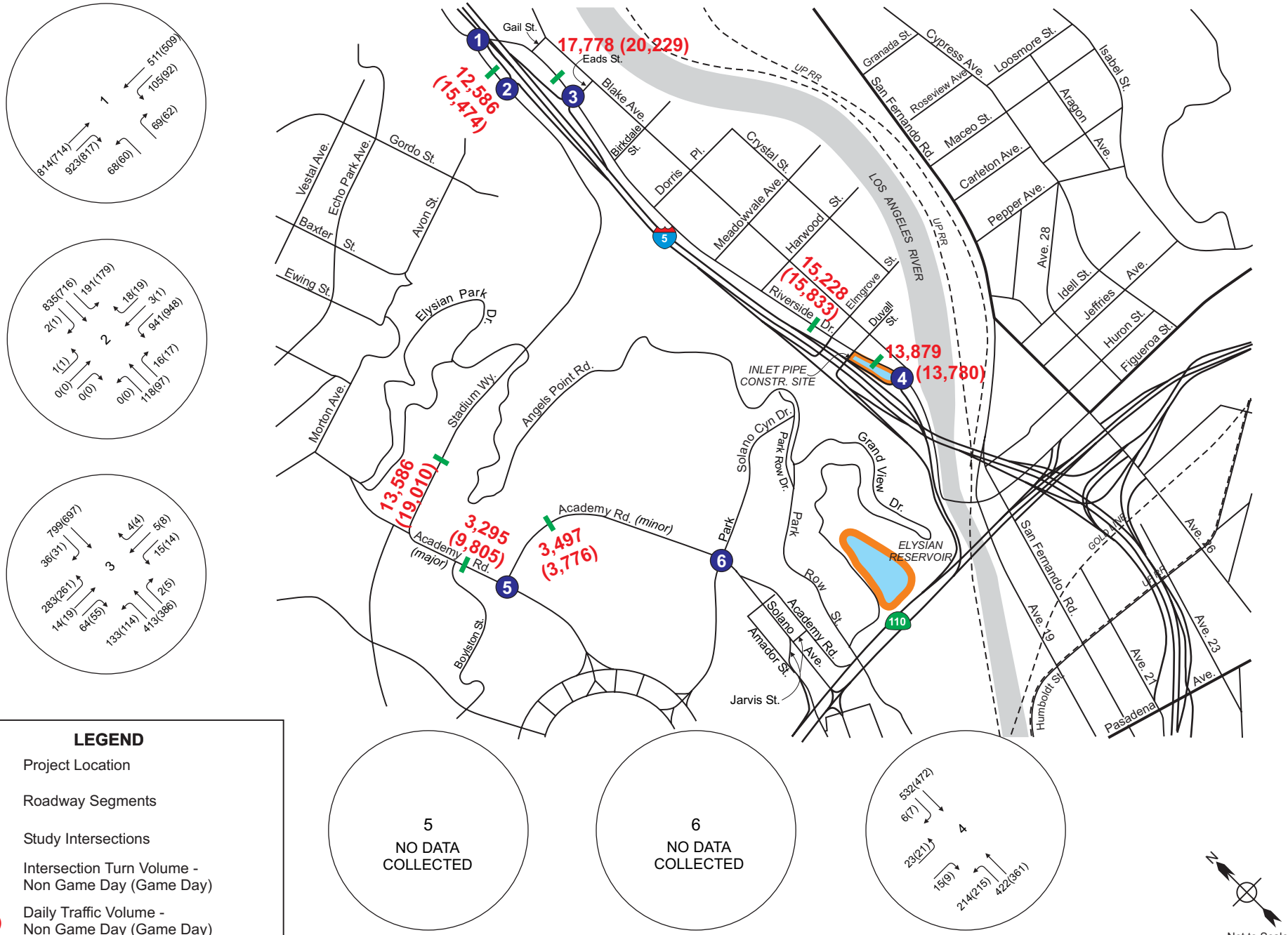

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Figure 4

Existing (2010) AM Peak Hour Traffic Volumes

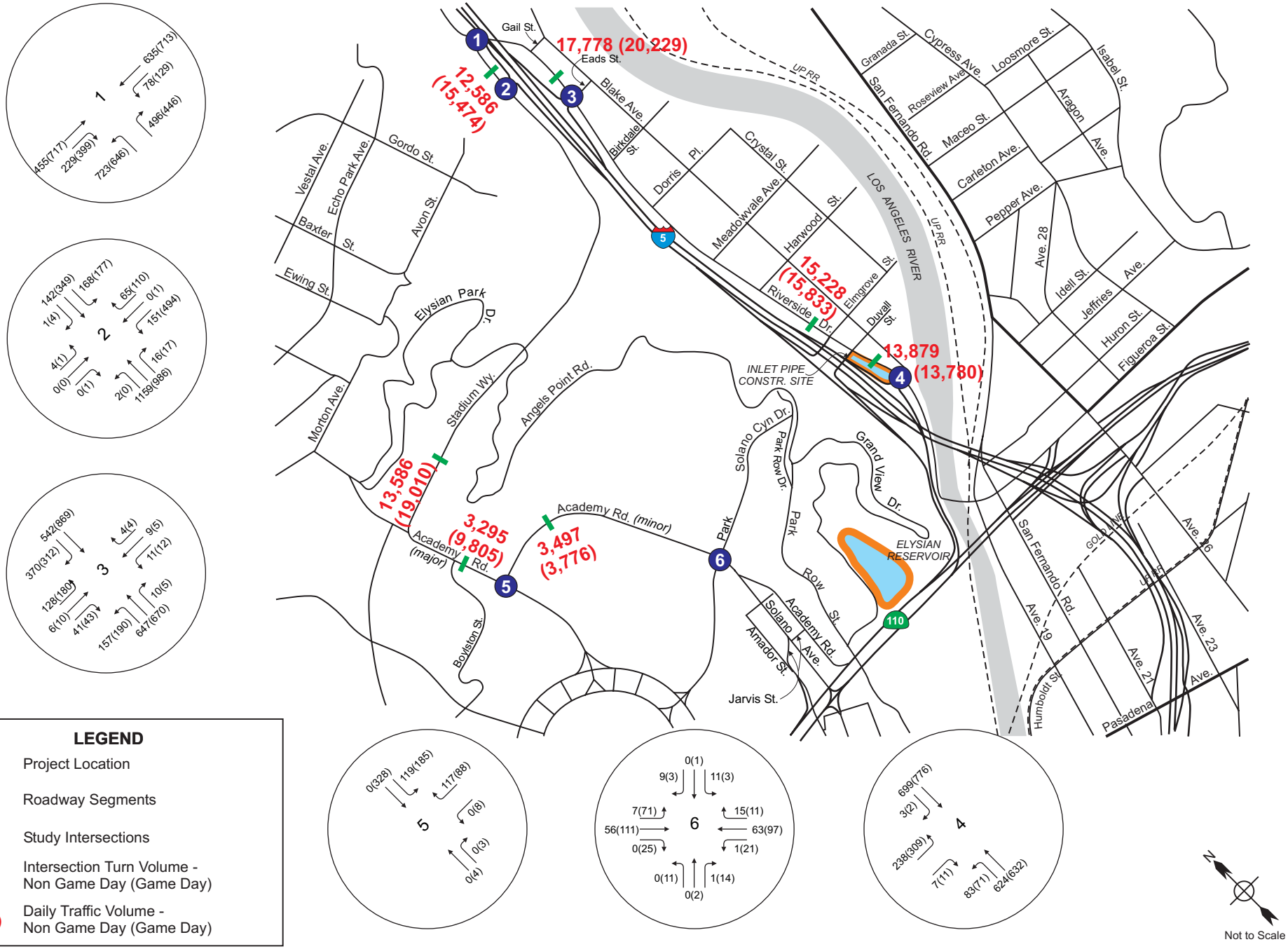

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Figure 5

Existing (2010) PM Peak Hour Traffic Volumes

5. Future 2015 and 2019 No-Project Conditions

This section provides an analysis of "no-Project" Conditions in the study area with ambient growth and area project trips. Construction of the proposed Project is anticipated to be completed by the end of the year 2019. Some project construction scenarios would be complete in 2015.

Each project alternative has a different peak year of construction. The latest peak of the proposed Project would occur in the year 2019 during Phase 4 of construction. For the other project alternatives, the Floating Cover and Aluminum Cover alternatives, the peak construction activity year for both alternatives is 2015. The no-Project analysis for both years was defined and analyzed through modified applications of the ambient growth rate and consistent application of area projects volumes to the specific peak periods of the construction alternatives.

Therefore, this report section provides a definition of future base volumes used for the proposed Project analysis and the project alternatives analysis.

5.1 Ambient Growth

In order to forecast baseline traffic volumes for the no-Project analysis in the year 2019, year-2010 peak-hour traffic count volumes from the existing conditions scenario were increased by an ambient growth rate of 1% per year (a compounded factor of 1.0937).

Similar methodology was utilized to define the year-2015 no-Project baseline traffic volumes. Year-2010 peak-hour traffic count volumes from the existing conditions scenario were increased by an ambient growth rate of 1% per year (a compounded factor of 1.0510).

The application of these annual rates is consistent with sub-regional traffic growth data defined by the County of Los Angeles Congestion Management Program (CMP) document.

5.2 Area Projects

Two 1.5-mile radius lines, from both the Reservoir and inlet line construction sites, were used to define a capture area for area approved and pending (cumulative) projects. The list of area projects was compiled based on information provided by LADOT staff, via databases maintained by both the West Los Angeles and the Valley Development Review offices. Twelve projects were defined within the study area for inclusion in the analysis.

The projects included within the area projects list would potentially contribute measurable traffic volumes to the study area during the future analysis period. The LADOT project database provides total peak-hour trips, compiled from environmental documentation or traffic studies. The in/out trip generation ratios applied to the area projects were based on rates within *Trip Generation (8th Edition)*, published by the Institute of Transportation Engineers.

The area projects included in this study for future period analysis, and the trip generation of each, are provided in Table 4.

Table 4 – Area Projects Trip Generation Forecast

Map #	Project Name	Location	Land use	Intensity	Units	Daily Total	AM Peak			PM Peak		
							Total	In	Out	Total	In	Out
1	Blossom Plaza - Mixed Use Project	900 N Broadway	Condos Retail Restaurant Cultural Center	223 22.008 175.000 7.000	d.u. k.s.f. k.s.f. k.s.f.	2,823	162	84	78	184	109	75
2	Supermarket & Retail	500 N Bunker Hill Ave	Supermarket Retail	17.000 4.200	k.s.f. k.sf.	1,924	60	37	23	189	96	93
3	LAUSD - Central Region High School #13	San Fernando RD & Division St	High School Adult School	2,295 540	Students Students	3,402	780	640	140	162	104	58
4	Chinatown Gateway Project	Cesar E Chavez St & N Broadway	Apartment Retail	280 22.000	d.u. k.s.f.	2,665	152	30	122	247	161	86
5	Chinatown Condos	1101 N Main St	condos	300	d.u.	1,102	71	12	59	87	58	29
6	PUC Charter School	1855 N Main St	Elementary School Middle School	550 230	Students Students	1,115	280	154	126	115	56	59
7	Taylor Yard Village - Mixed-Use	1555 N San Fernando Rd	Apartments Condos Retail	164 290 25.000	d.u. d.u. k.s.f	2,940	166	33	133	240	156	84
8	Bunker Hill Mixed-Use	720 W Cesar E Chavez Av	Condos Retail Restaurant	272 6.431 8.000	d.u. d.u. k.s.f	1,639	112	58	54	147	87	60
9	LAUSD Early Educational Center & Affordable Housing Project	3000 N Verdugo Rd	Early Education Apartments	175 45	Students d.u.	302	23	12	11	28	13	15
10	Apartments	715 N Yale St	Apartments	65	d.u.	437	34	7	27	40	26	14
11	LA Dodger Stadium the Next 50 Years	1000 W Elysian Park Ave	Retail Restaurant Museum Office	23.750 38.490 35.570 138.565	k.s.f. k.sf. k.s.f. k.sf.	4,456	199	103	96	48	28	20
12	Metro Bus Facility	920 N Vignes St	Bus Maintenance & Operation	271 647	Buses Employees	1927	72	63	9	75	13	62
	Total					**24,732**	**2,111**	**1,233**	**878**	**1,562**	**907**	**655**

Source: LADOT provided the list of area projects and trip generation.

Table 4 indicates that the area projects are expected to generate approximately 24,732 weekday daily trips, of which 2,111 trips (1,233 inbound trips and 878 outbound trips) would occur during the a.m. peak hour and 1,562 trips (907 inbound trips and 655 outbound trips) would occur during the p.m. peak hour.

Figure 6 illustrates the locations of the included area projects. The area projects trip assignment is illustrated on Figure 7 (a.m. peak) and Figure 8 (p.m. peak).

5.3 Intersection Levels of Service – 2015

To analyze future conditions in the year 2015 without the proposed Project, intersection turn volumes with ambient growth and trips generated by area projects were analyzed using the same methodology applied to the existing conditions analysis.

Table 5 provides the a.m. and p.m. peak-hour results of this analysis for the study intersections.

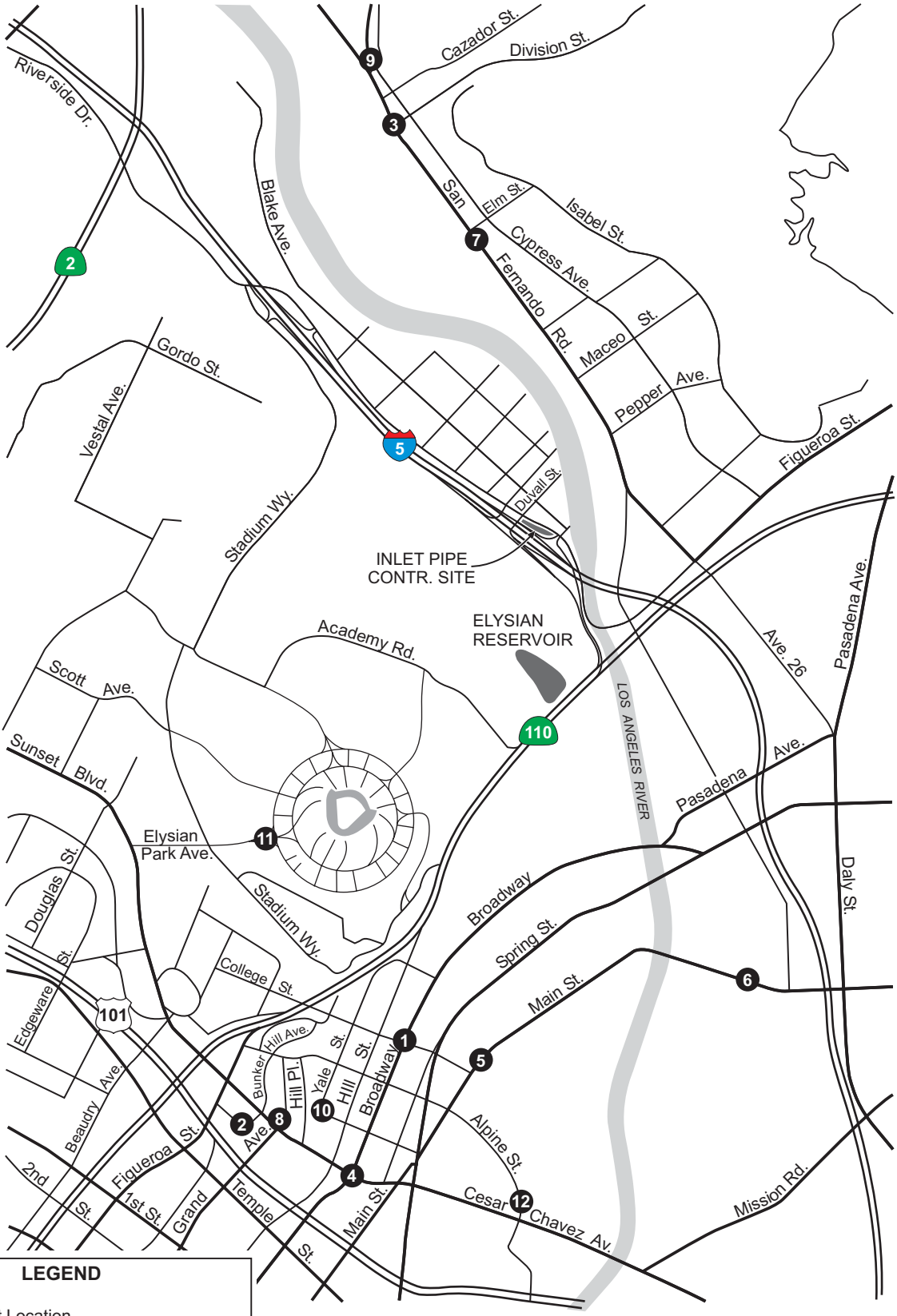

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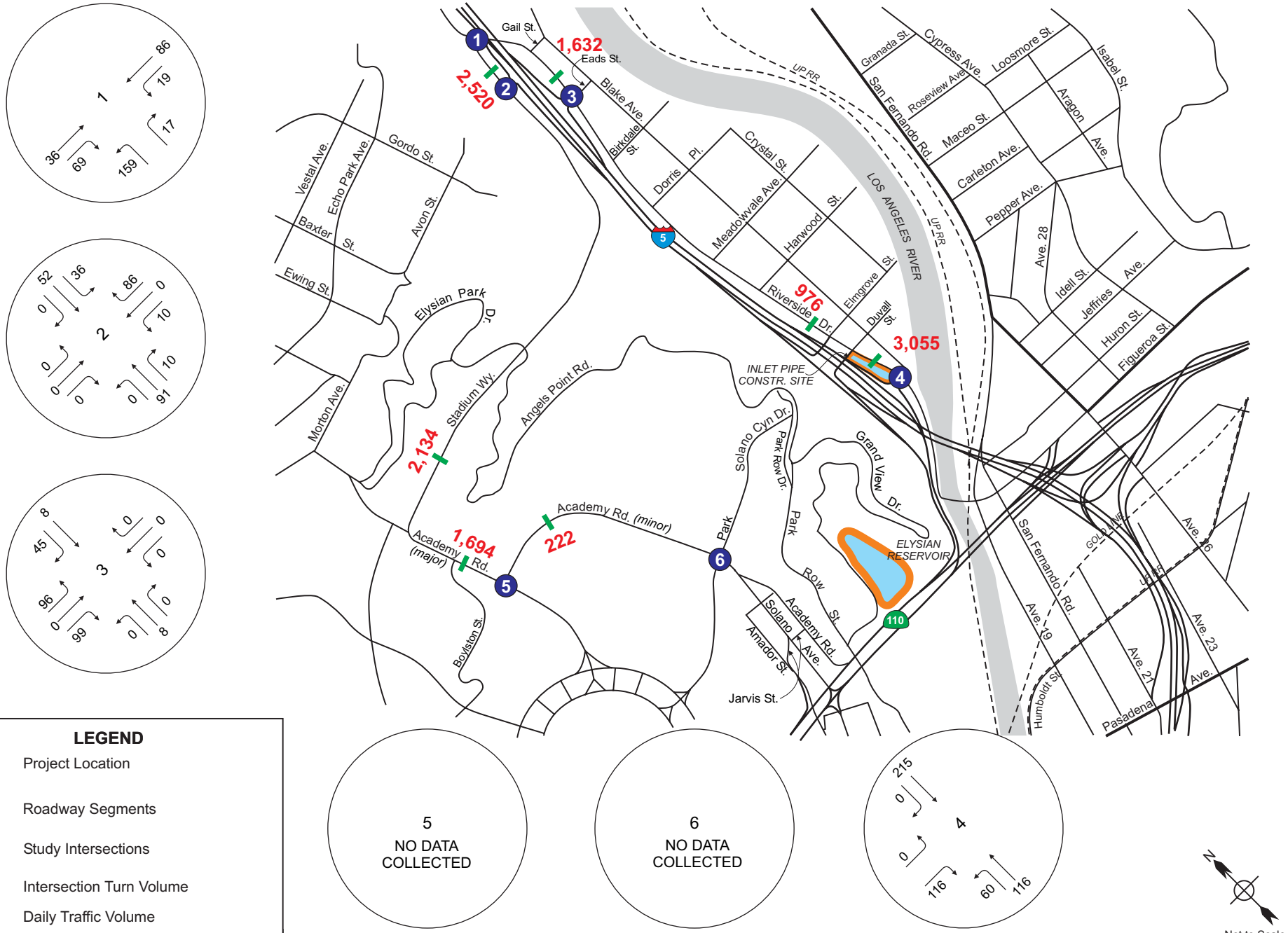
Figure 6

Location of Area Projects



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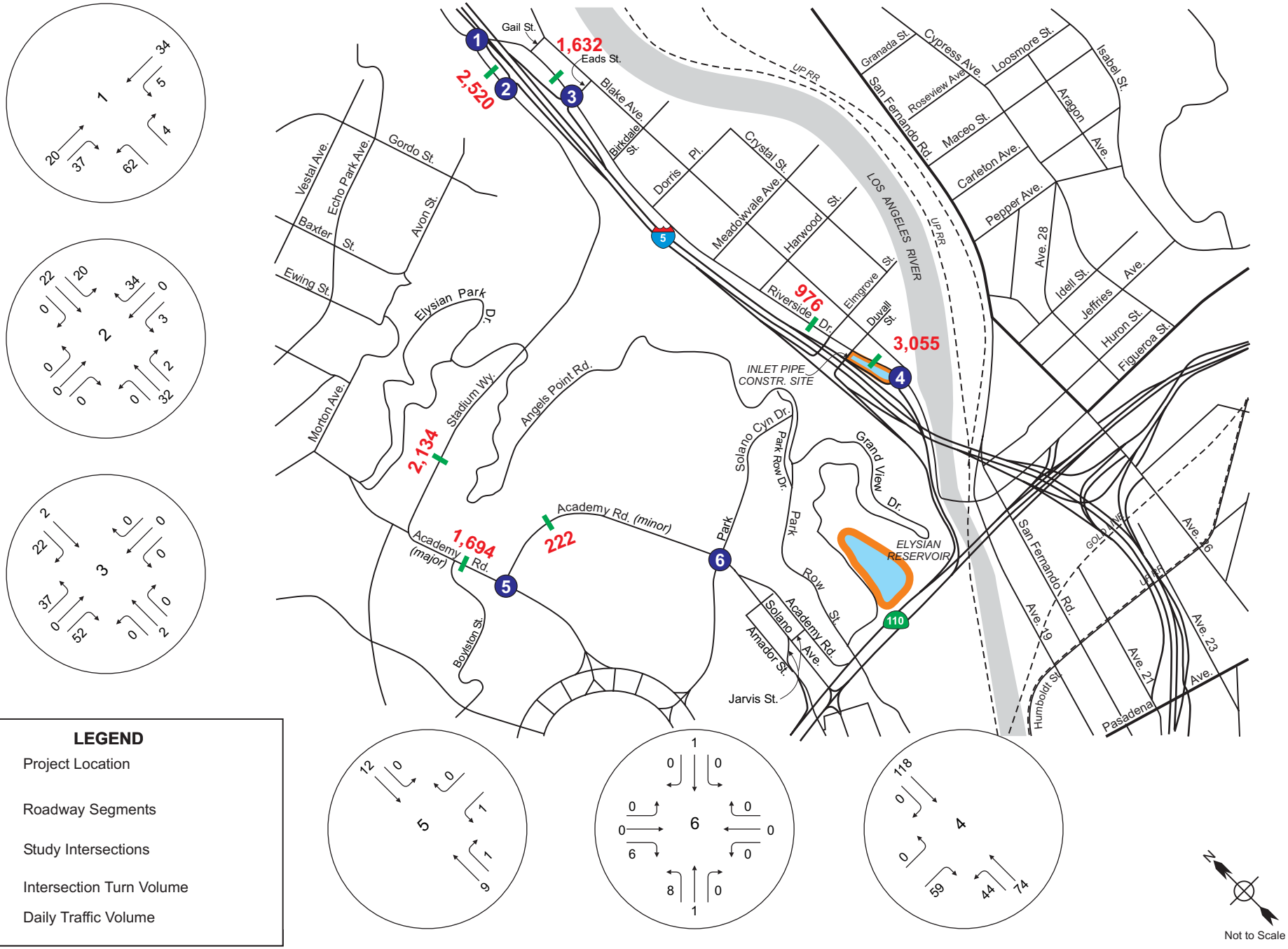
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 7

Area Project Only Trip Assignment - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 8

Area Project Only Trip Assignment - PM Peak Hour Intersection Volumes

Table 5 – Level of Service Calculations – Future (Year-2015)
No-Project Construction Conditions

Study Intersections	Scenario	Weekday AM Peak		Weekday PM Peak	
		V/C or Delay (secs.)	LOS	V/C or Delay (secs.)	LOS
1. Stadium Way / Riverside Dr	Non Game	0.720	C	0.723	C
	Game	0.632	B	0.790	C
2. Stadium Way / I-5 SB on & off Ramps	Non Game	0.697	B	0.543	A
	Game	0.651	B	0.675	B
3. Riverside Dr / I-5 NB on & off Ramps	Non Game	0.470	A	0.390	A
	Game	0.413	A	0.468	A
4. Riverside Dr / NB on & off Ramps	Non Game	0.438	A	0.387	A
	Game	0.414	A	0.434	A
5. Academy Rd (Major) / Academy Rd (Minor) *	Non Game	Excluded from AM		8.8	A
	Game	peak analysis		9.1	A
6. Academy Rd / Park - Solano Canyon Dr	Non Game	Excluded from AM		0.067	A
	Game	peak analysis		0.107	A

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Under this scenario, all of the study intersections would continue to operate at LOS C or better during the weekday peak hours on both game and non-game days at Dodger Stadium.

The study intersection analysis worksheets for this scenario are provided in Appendix D of this report (provides all scenarios for the proposed Project analysis). The analyzed peak-hour traffic volumes at the study intersections for this scenario are provided on Figure 9 (a.m. peak) and Figure 10 (pm. peak).

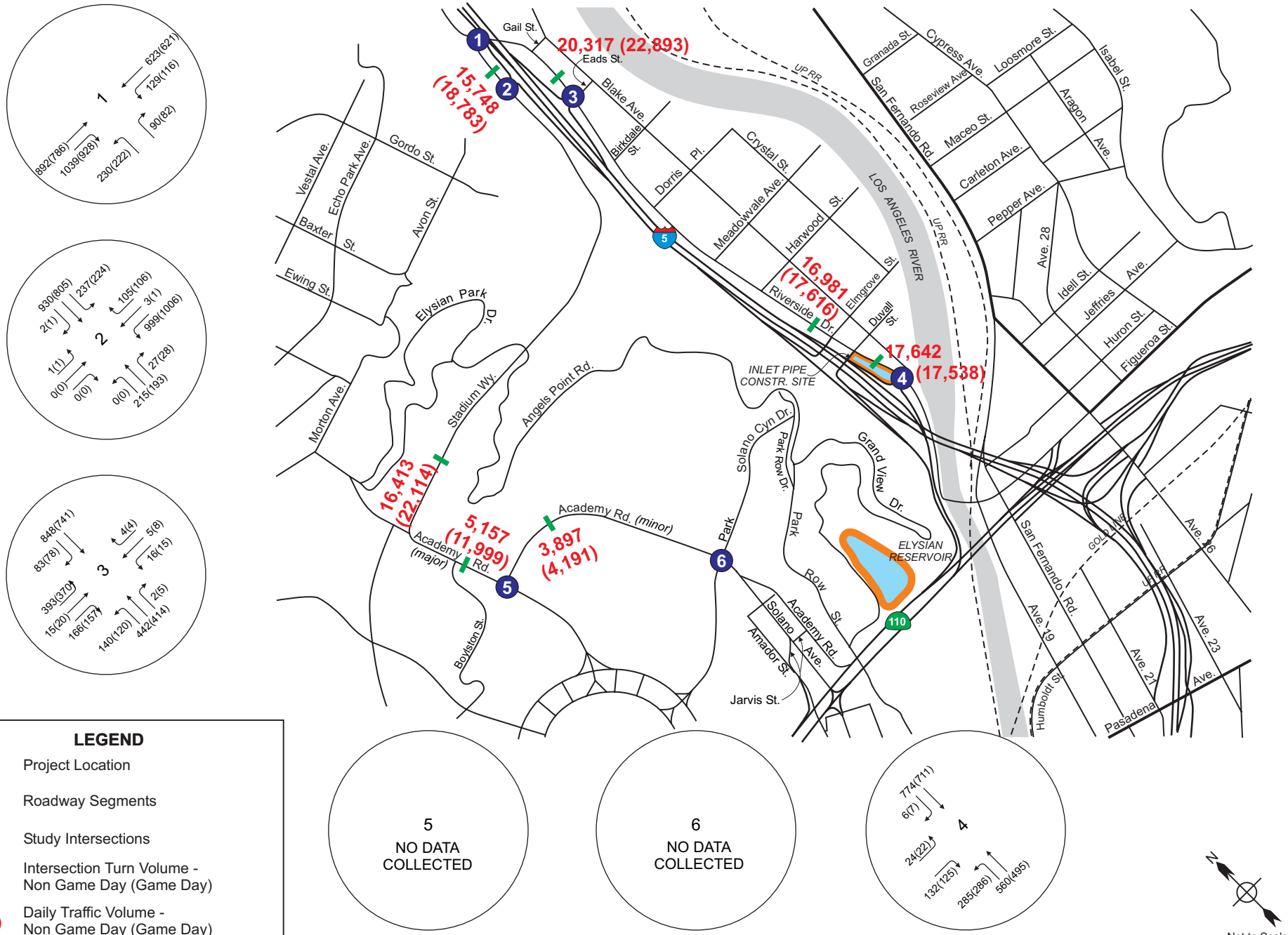

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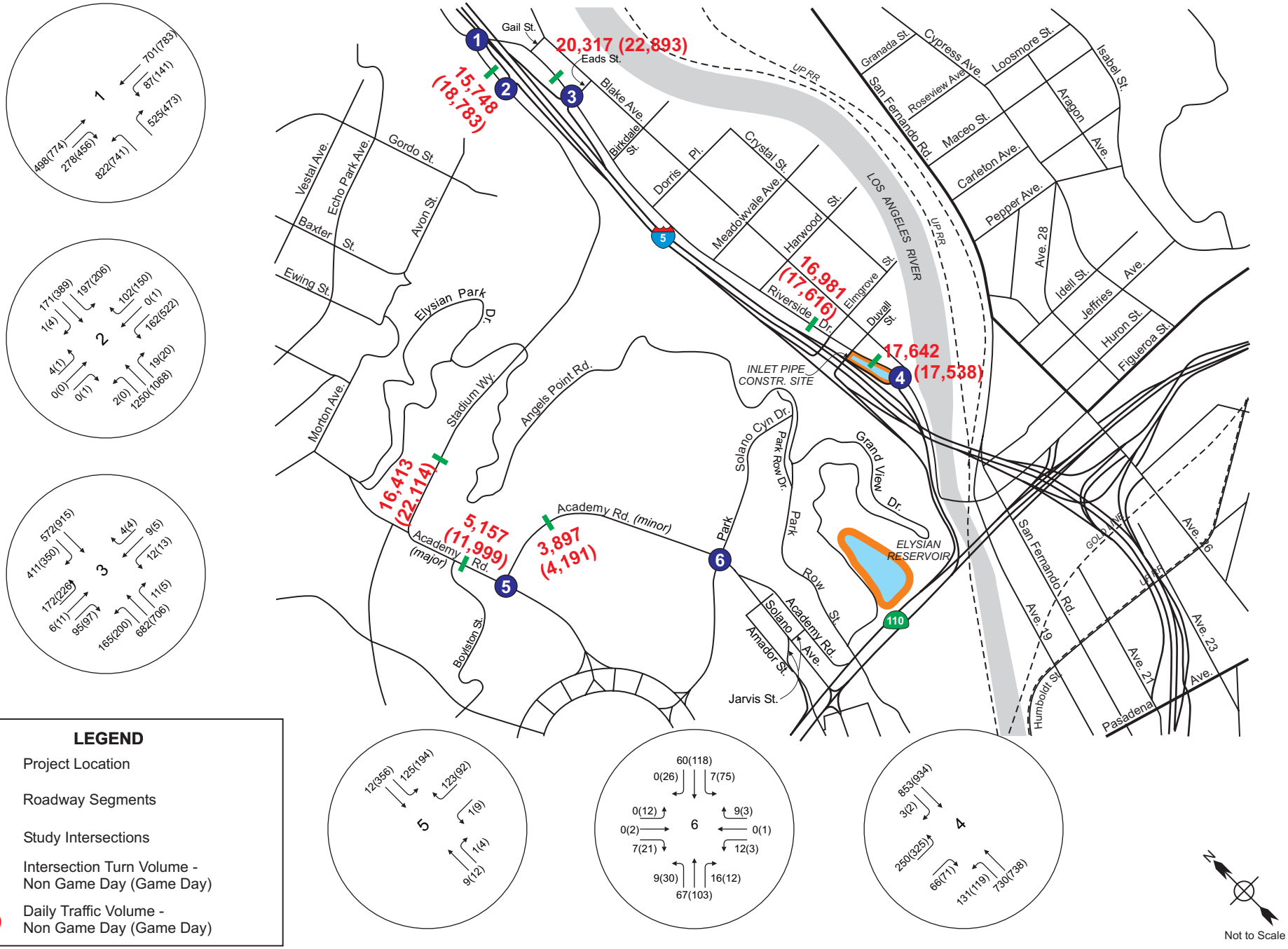
Figure 9

Future (2015) No-Project - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 10

Future (2015) No-Project - PM Peak Hour Intersection Volumes

5.4 Study Roadway Segment Volumes – 2015

Table 6 provides the average daily traffic volumes for year-2015 conditions on the study roadway segments, based on the application of ambient growth and the calculated daily trips from the included area project.

Table 6 – Study Roadway Segments – Future (Year 2015)
No-Project Daily Vehicle Volumes

Street Segments		None Game Day	Game Day
A	Stadium Way, Between Riverside Drive and I-5 southbound ramps	15,748	18,783
B	Riverside Drive, Between Gail Street and Forney Street	20,317	22,893
C	Riverside Drive, Between Fernleaf Street and Elmgrove Street	16,981	17,616
D	Riverside Drive, Between Oros Street and I-5 northbound ramps	17,642	17,538
E	Stadium Way, North of Academy Road	16,413	22,114
F	Academy Road, East of Stadium Way	5,157	11,999
G	Academy Road, North of Academy Road east-west segment	3,897	4,191

The data in Table 6 indicates that the highest daily vehicle volume on both game and non-game days is at Riverside Drive, between Gail Street and Forney Street, north of the I-5 northbound on and off ramps.

The future (2015) average daily volumes are provided on Figure 9 (a.m. peak) and Figure 10 (p.m. peak), introduced earlier in this report section.

5.5 Intersection Levels of Service – 2019

To analyze future year-2019 conditions without the proposed project, intersection turn volumes with ambient growth and trips generated by area projects were analyzed using the same methodology used for the existing conditions analysis.

Table 7 provides the a.m. and p.m. peak-hour results of this analysis for the study intersections.

Table 7 – Level of Service Calculations – Future (Year-2019)
No-Project Construction Conditions

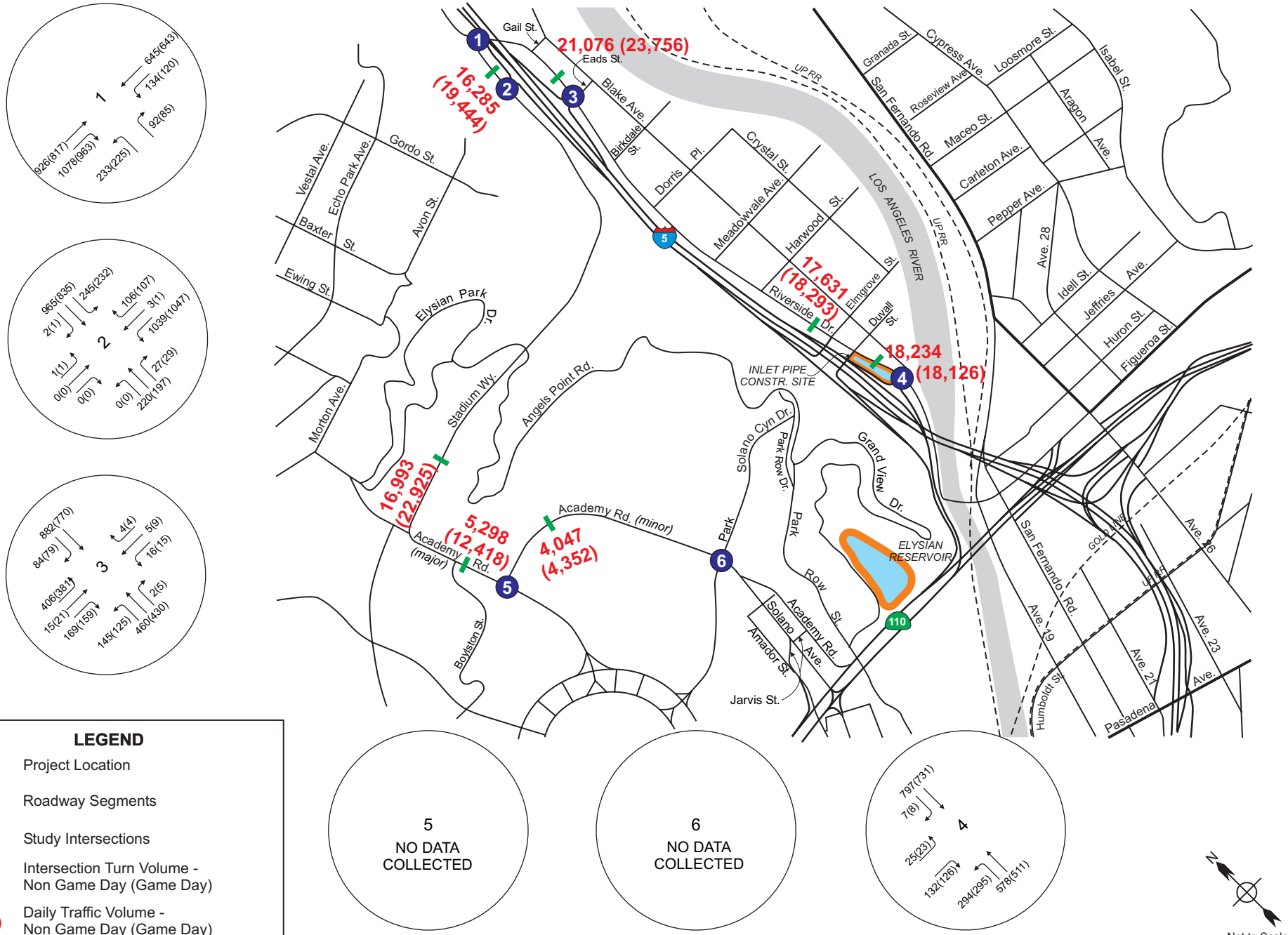
Study Intersections	Scenario	Weekday AM Peak		Weekday PM Peak	
		V/C	LOS	V/C	LOS
1. Stadium Way / Riverside Dr	Non Game	0.751	C	0.754	C
	Game	0.659	B	0.824	D
2. Stadium Way / I-5 SB on & off Ramps	Non Game	0.728	C	0.568	A
	Game	0.680	B	0.704	C
3. Riverside Dr / I-5 NB on & off Ramps	Non Game	0.492	A	0.409	A
	Game	0.432	A	0.490	A
4. Riverside Dr / NB on & off Ramps	Non Game	0.452	A	0.403	A
	Game	0.427	A	0.452	A
5. Academy Rd (Major) / Academy Rd (Minor) *	Non Game	Excluded from AM		8.8	A
	Game	peak analysis		9.1	A
6. Academy Rd / Park - Solano Canyon Dr	Non Game	Excluded from AM		0.070	A
	Game	peak analysis		0.112	A

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Under this scenario, all of the study intersections would continue to operate at LOS D or better during the weekday peak hours on game days. On non-game days, the worst-case LOS would be C.

The intersection analysis worksheets for this scenario are provided in Appendix E of this report. The analyzed peak-hour traffic volumes at the study intersections for this scenario are provided on Figure 11 (a.m. peak) and Figure 12 (pm. peak).



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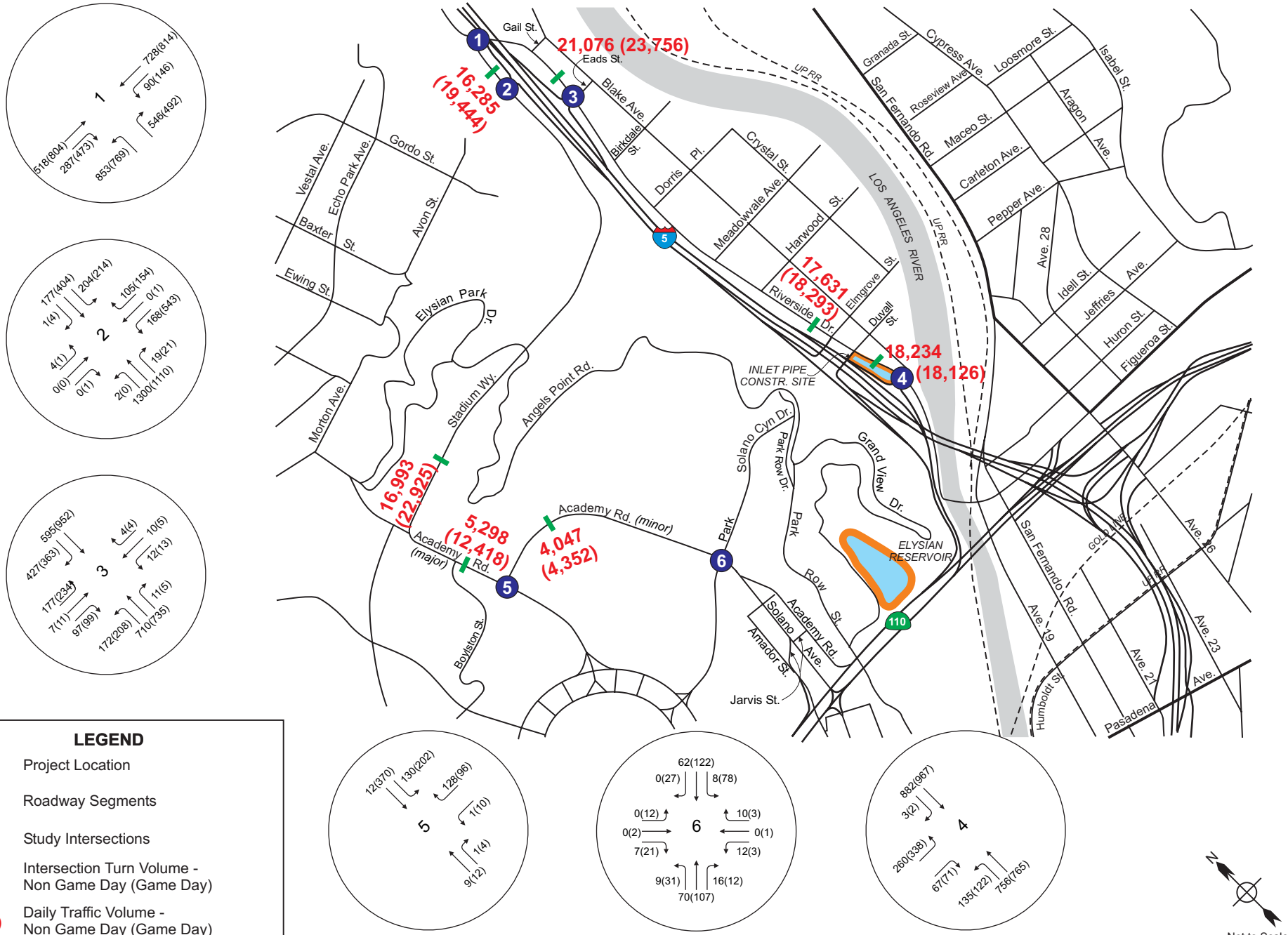
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 11

Future (2019) No-Project - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 12

Future (2019) No-Project - PM Peak Hour Intersection Volumes

5.6 Study Roadway Segment Volumes – 2019

Table 8 provides the average year-2019 daily traffic volumes for the year-2019 pre-project scenario on the study roadway segments.

Table 8 – Study Roadway Segments – Future (Year 2019)
No-Project Daily Vehicle Volumes

Street Segments		None Game Day	Game Day
A	Stadium Way, Between Riverside Drive and I-5 southbound ramps	16,285	19,444
B	Riverside Drive, Between Gall Street and Forney Street	21,076	23,756
C	Riverside Drive, Between Fernleaf Street and Elmgrove Street	17,631	18,293
D	Riverside Drive, Between Oros Street and I-5 northbound ramps	18,234	18,126
E	Stadium Way, North of Academy Drive	16,993	22,925
F	Academy Drive, East of Stadium Way	5,298	12,418
G	Academy Drive, North of Academy Drive east-west segment	4,047	4,352

The data in Table 8 indicates that the highest daily vehicle volume on both game and non-game days is at Riverside Drive, between Gail Street and Forney Street, north of the I-5 northbound on and off ramps.

The future (2019) average no-project daily volumes are provided on both Figure 11 (a.m. peak) and Figure 12 (p.m. peak), introduced earlier in this report section.

6. Project Construction and Post Project Trip Generation Forecasts

This section provides definitions for truck and employee vehicle trip generation during the peak period of project construction for each alternative, along with the distribution and assignment of those trips to the study area roadway network. To evaluate a worst-case scenario for construction trip generation of the proposed Project and three alternatives, it is assumed that each employee will drive to and from work with some carpooling.

In converting trucks to passenger car equivalents, a Passenger Car Equivalent (PCE) factor of 2.5 was assumed. This factoring was used to increase truck volumes due to the additional roadway space and design capacity utilized by trucks. The applied value matches typical factors used in area studies that include trips generated by trucking activities. The factor is based on conservative factors defined by the Southern California Association of Governments (SCAG) Heavy Duty Truck Model.

This is a planning-level analysis of construction activity, used for the purposes of determining traffic impacts during the project construction period. Prior to initiating construction, a detailed construction plan will be developed by the construction manager to identify necessary resources and to define the construction supervisory and technical field organization and staffing levels required for the project. The methods and procedures for sequencing and implementing construction operations will also be detailed in the construction plan. In addition, a project safety program will be developed by the operator, consistent with federal and state requirements. This is a standard LADWP procedural requirement.

Therefore, basic construction details defined for the project planning process have been used to analyze potential construction-period impacts.

6.1 Construction Project Trip Distribution

The distribution of construction truck trips was assumed to be primarily freeway-oriented. For the I-5 freeway to the north of the study area, 100 percent of the truck trips were assigned to that corridor and roadways between the Project site and the applicable I-5 interchanges. Trucks will enter the site via Park-Solano Canyon Drive, and road closures are anticipated during construction within Elysian Park on Grand View Drive. The new inlet pipeline truck access will occur via a nearby southbound I-5 off-ramp (to the north of the pipeline construction site) and via a nearby northbound on-ramp (to the south of the site), both on Riverside Drive.

The distribution pattern for analyzed employee trips assumed that employees would arrive on-site from all directions. A total of 60 percent was distributed to the I-5 freeway, with 30 percent distributed to the north of the study area and 30 percent to the south. For the remaining 40 percent, it was assumed that these employee trips would arrive at the site through local streets to avoid peak-period traffic or to reach the site from nearby local neighborhoods.

Based on project characteristics and the routes between the site access points and the nearby freeway interchanges, the project trip distribution patterns illustrated on Figure 13 (construction truck trips) and in Figure 14 (construction employee vehicle trips) were developed.

Under the proposed Project scenario, the proposed park use would be open to the public after completion of the concrete roof construction period. Figure 15 illustrates the proposed park trip distribution pattern.

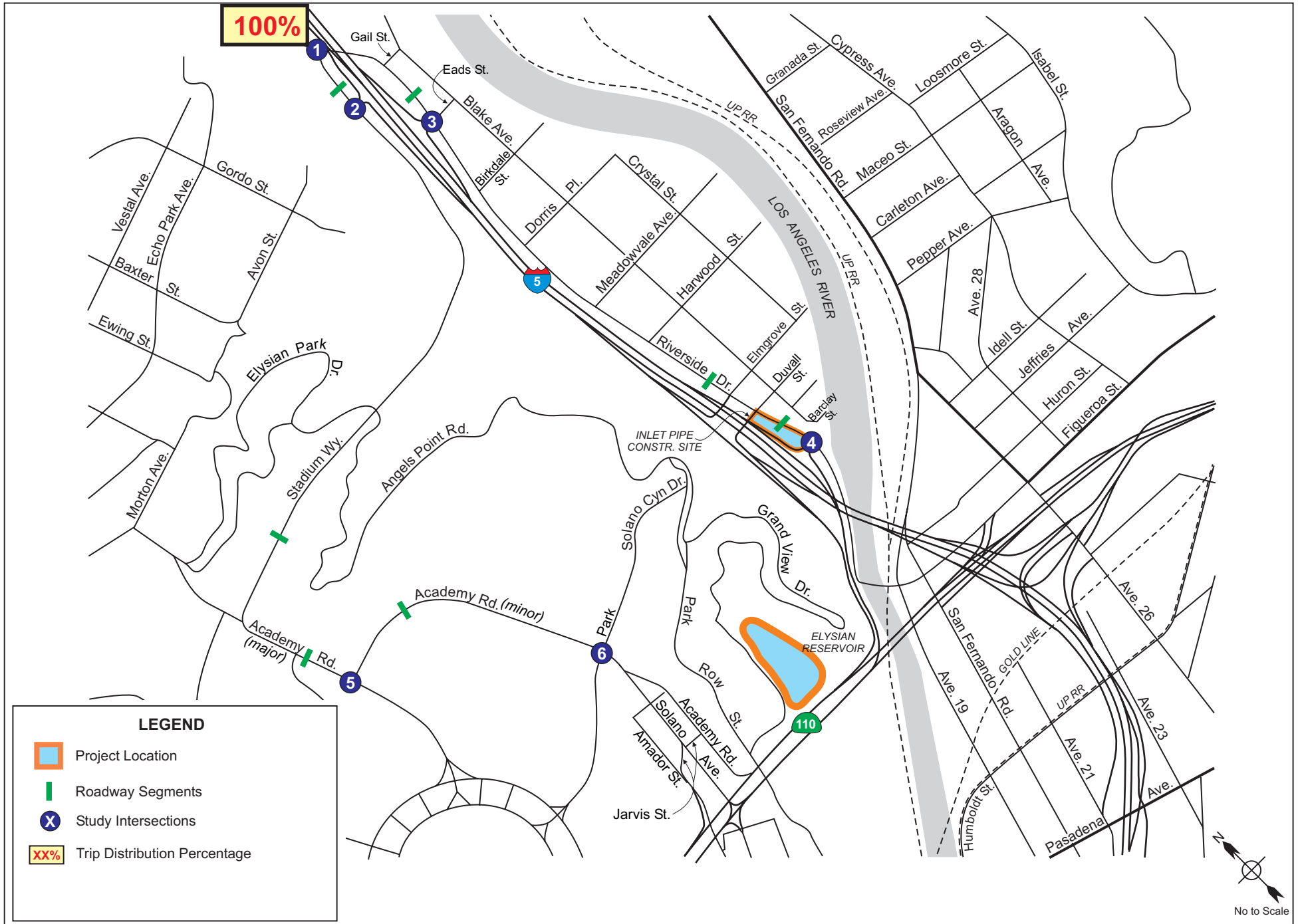

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Figure 13

Project Truck Trip Distribution

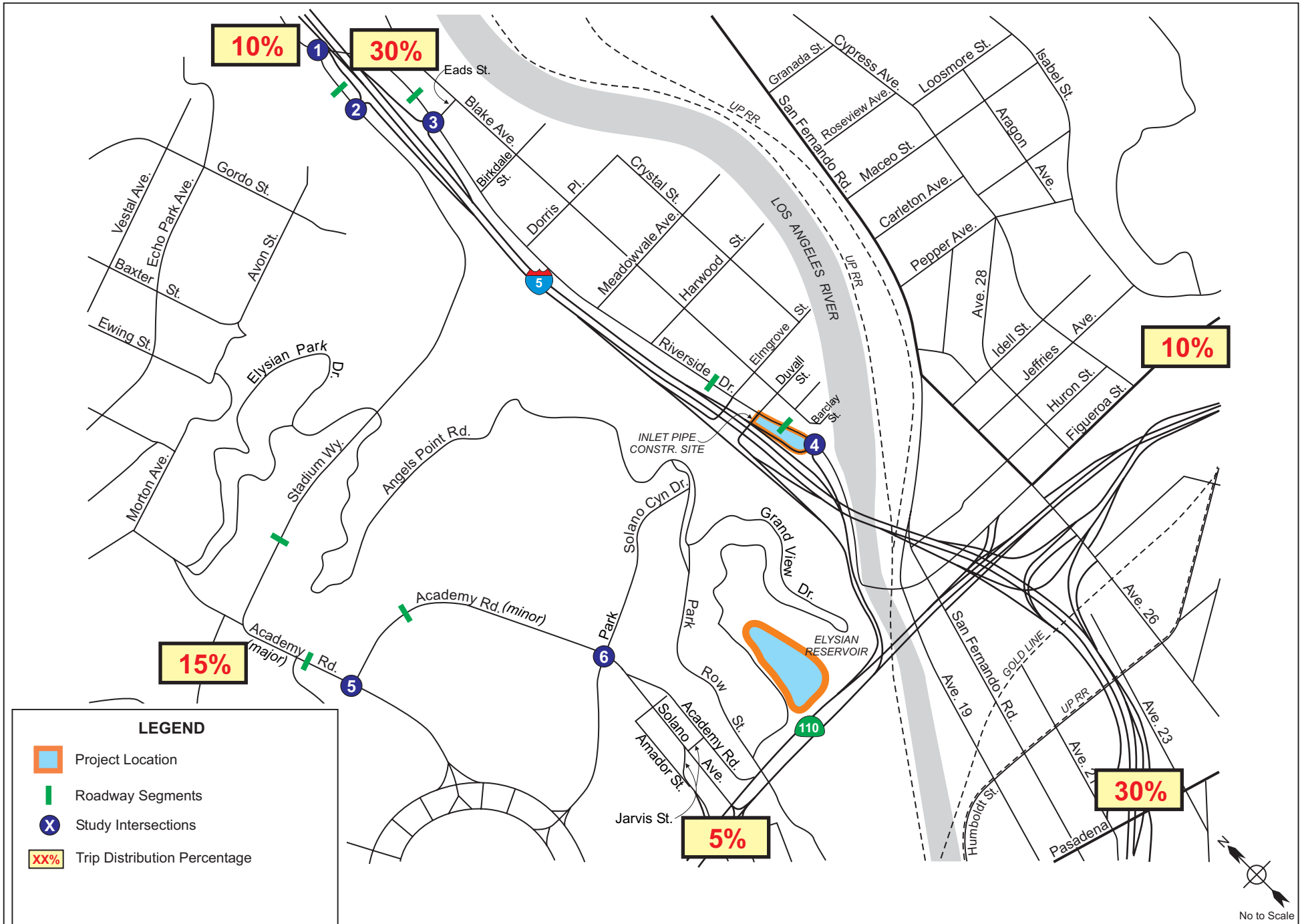

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Figure 14

Project Employee Trip Distribution

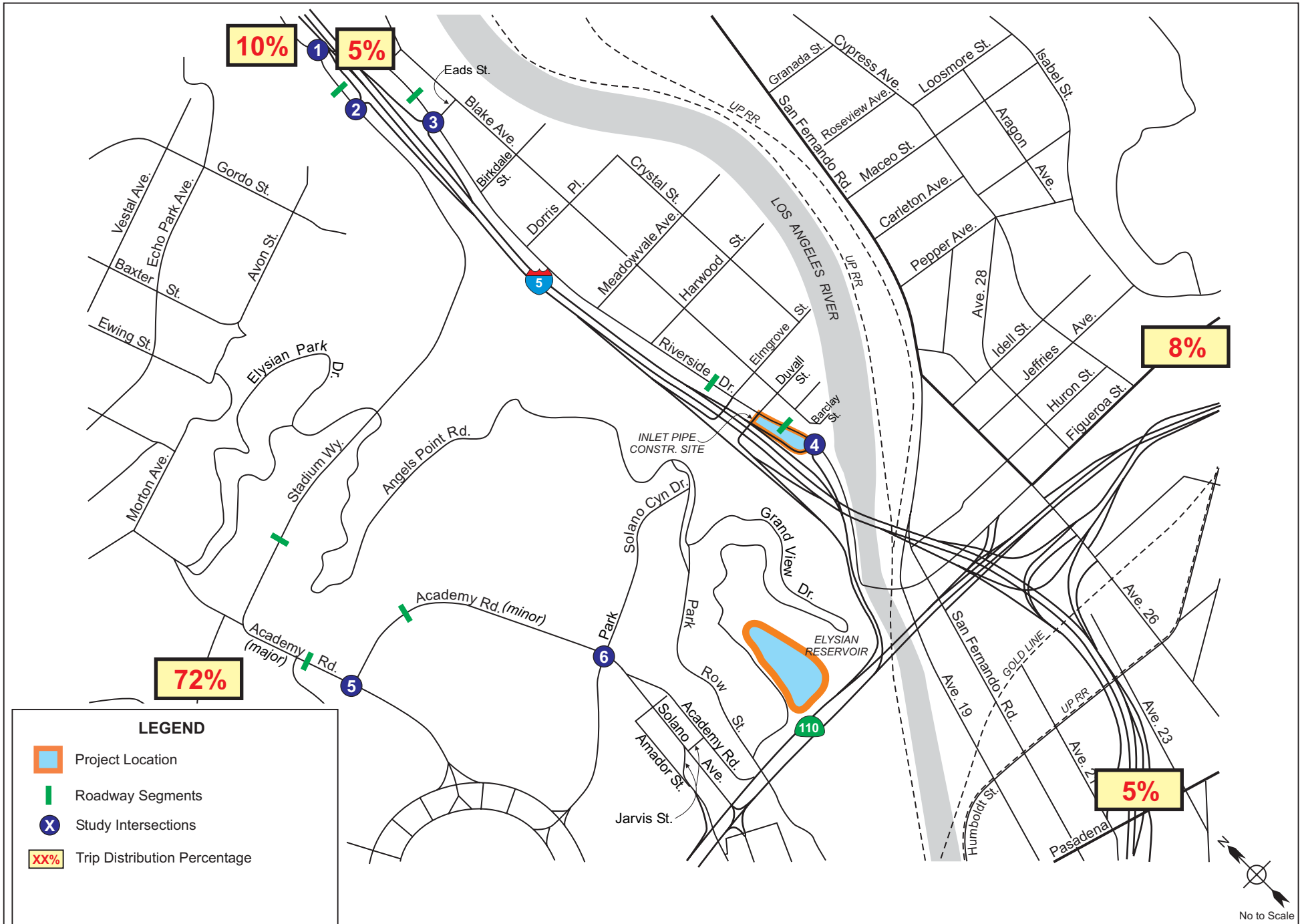

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Figure 15

Project Park Use Trip Distribution

Trip generation calculations are provided below for the proposed Project, Alternative 2 (Floating Cover), and Alternative 3 (Aluminum Cover). Trip generation calculations were not provided for Alternative 1, as that scenario represents a "no-build" project alternative under which no new vehicle or truck trips would be generated.

The proposed Project will be constructed in five phases over a period of approximately five and a-half years. Trip generation for employees and trucks will vary depending on the phase, and therefore the worst-case period for the construction trip generation was evaluated based on the construction plan and related monthly activity estimates.

6.2 Proposed Project Construction – Peak Hour Trip Generation

Table 9 provides the peak hour trip generation calculations for the construction of the proposed Project, based on the number of on-site employees and number of daily truck trips from the peak month of construction.

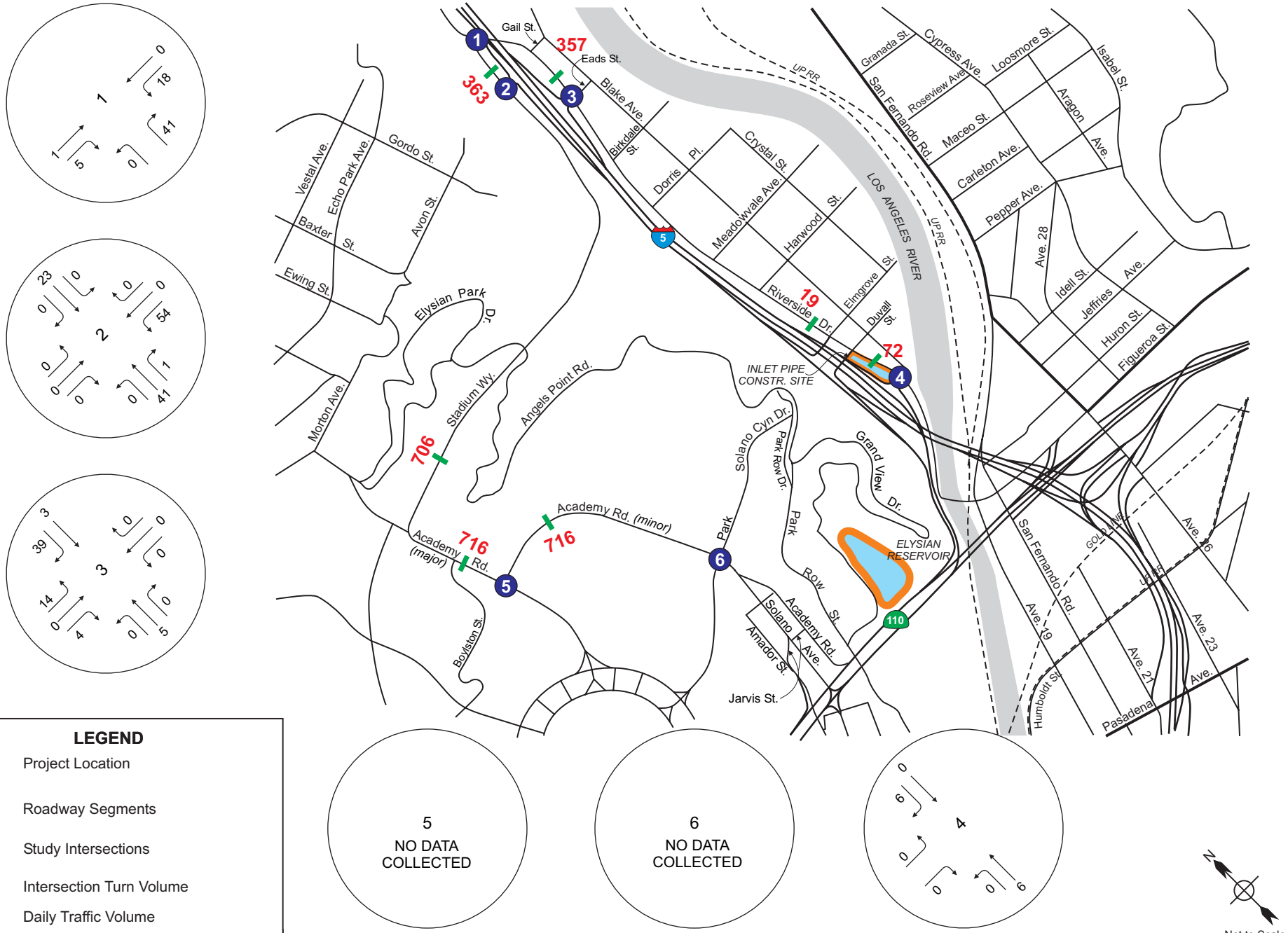
Table 9 – Peak Hour Project Construction Trip Generation – Proposed Project (Buried Concrete)

Project Scenario	Generator	Daily	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Concrete Roof	Employees [a]	90	**45**	45	0	**45**	0	45
	Trucks [b]	630	**79**	40	39	**79**	40	39
TOTAL		720	**124**	85	39	**124**	40	84

[a] Employee trips = 1 vehicle/employee
[b] Vehicle trips = 2.5 PCE x truck trips

The number of employee trips was based on the assumption that all 45 employees would arrive within the a.m. peak hour and depart within the p.m. peak hour. The number of truck trips was based on a typical eight-hour shift, with delivery truck trips distributed evenly throughout the day. Based on a daily total of 252 truck trips (630 truck trips with PCE factoring), 32 truck trips (79 truck trips with PCE factoring) would occur during both the a.m. and p.m. peak hours. The total construction trip generation with PCE factoring would be 720 daily trips, of which 124 trips would occur during each of the peak hours.

The overall assignment of the project construction trips to the study area for this construction scenario is provided on Figure 16 (a.m. peak) and Figure 17 (pm. peak). The assignment of daily construction trips are provided on both figures as well.



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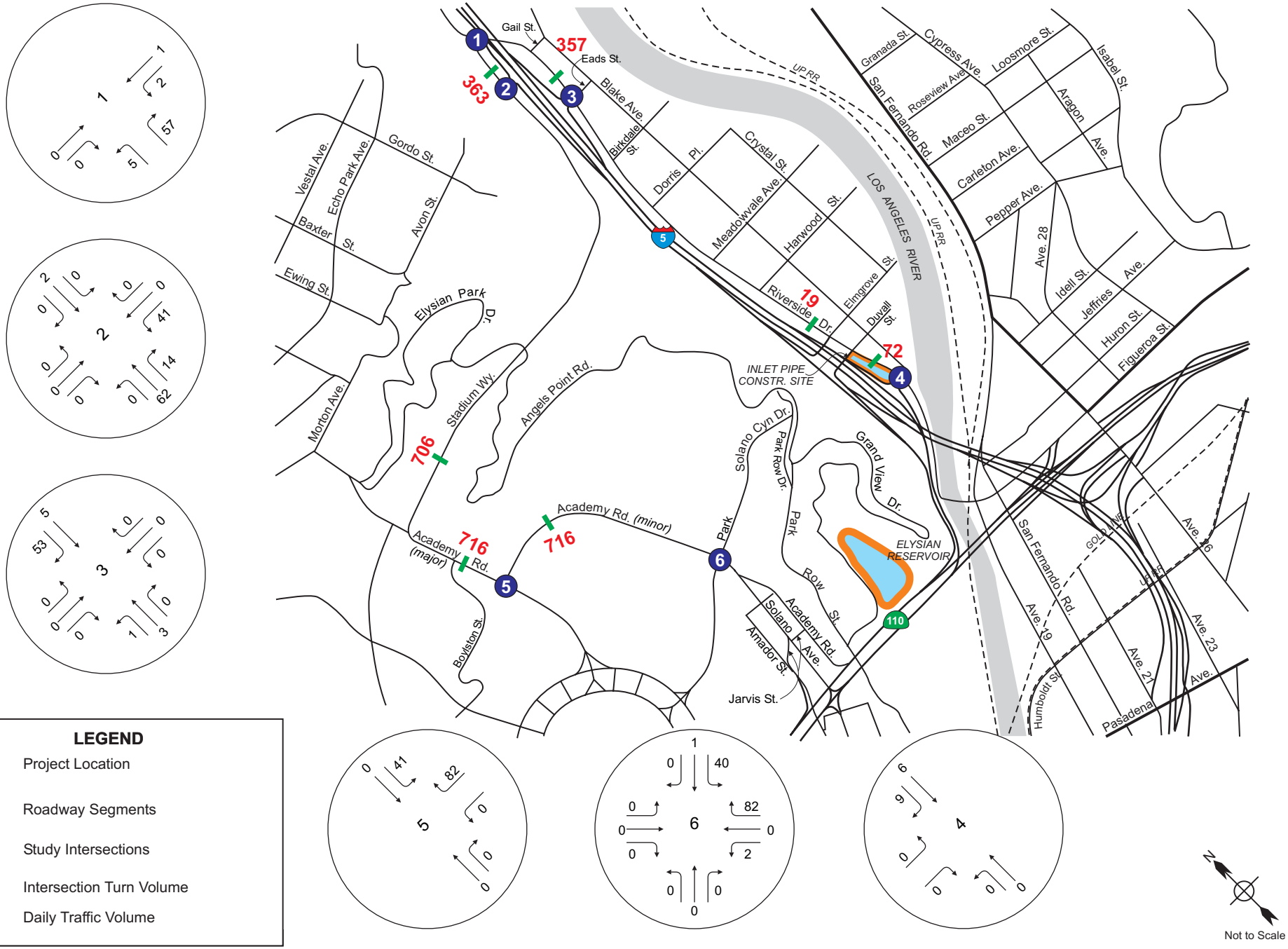
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 16

Project Trip Assignment - Buried Concrete - AM Peak Hour



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 17

Project Trip Assignment - Buried Concrete - PM Peak Hour

6.3 Project Alternative 2 (Floating Cover) - Construction Trip Generation

The Floating Cover Alternative (Alternative 2) will be constructed in three phases over a period of approximately one and one-half years. The worst-case period for the construction trip generation was evaluated in a similar manner to that applied to the proposed Project.

Table 10 provides the peak hour trip generation calculations for this construction scenario, based on the number of on-site employees and the number of daily truck trips.

Table 10 – Peak Hour Construction Trip Generation – Floating Cover Alternative

Project Scenario	Generator	Daily	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Floating Cover	Employees [a]	144	**72**	72	0	**72**	0	72
	Trucks [b]	170	**21**	11	10	**21**	11	10
TOTAL		314	**93**	83	10	**93**	11	82

[a] Employee trips = 1 vehicle/employee

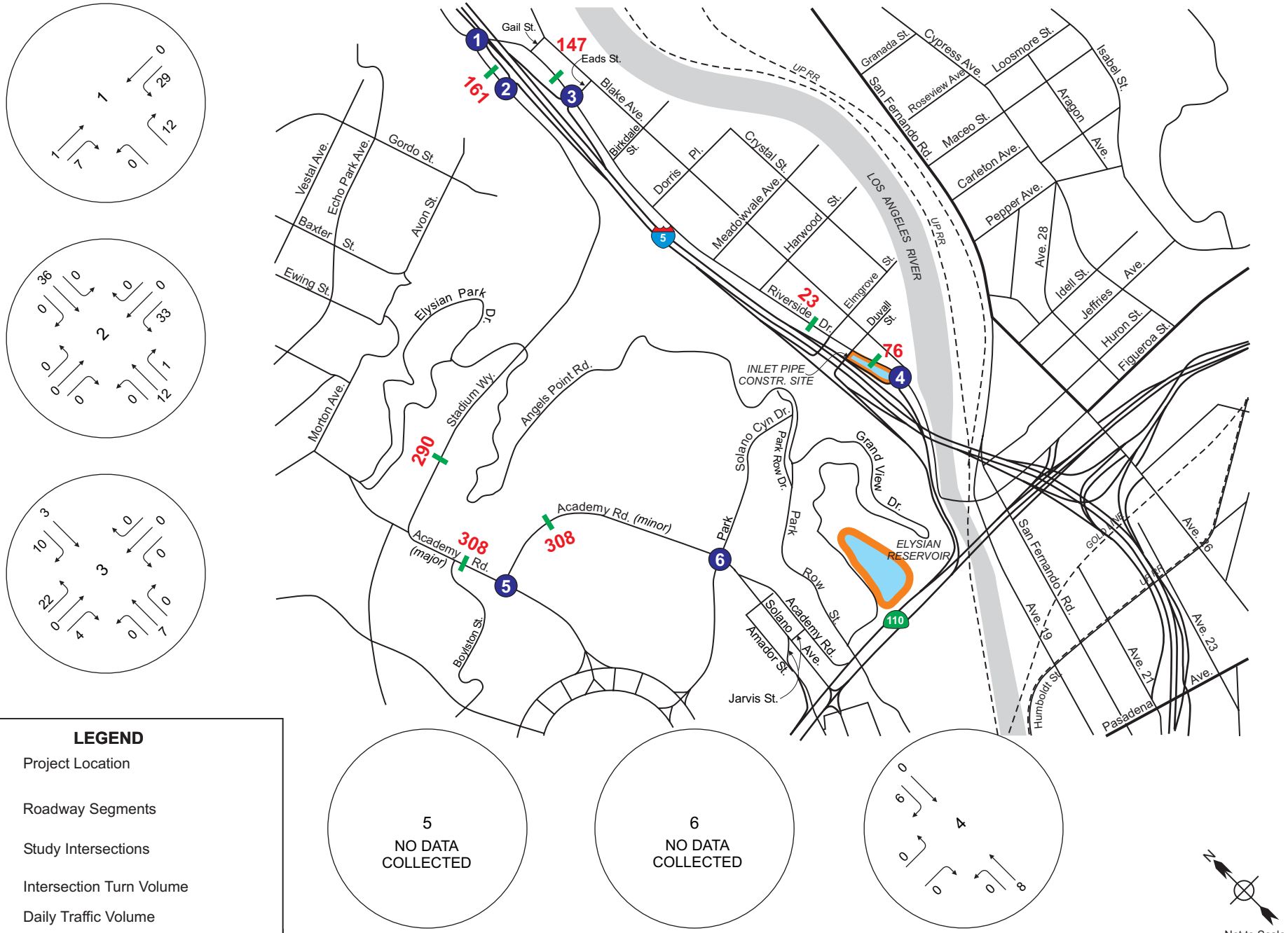
[b] Vehicle trips = 2.5 PCE x truck trips

The number of employee trips was based on the assumption that all 72 employees would arrive within the a.m. peak hour and depart within the p.m. peak hour. The number of truck trips was based on a typical eight-hour shift, with delivery truck trips distributed throughout the day. Based on a daily total of 68 truck trips (170 truck trips with PCE factoring), 8 truck trips (21 truck trips with PCE factoring) would occur during both the a.m. and p.m. peak hours. The total construction trip generation with PCE factoring would be 314 daily trips, of which 93 trips would occur during each of the peak hours.

The overall assignment of the project construction trips to the study area for this construction scenario is provided on Figure 18 (a.m. peak) and Figure 19 (pm. peak). The assignment of daily construction trips are provided on both figures as well.

6.4 Project Alternative 3 (Aluminum Cover) – Construction Trip Generation

The Aluminum Cover Alternative (Alternative 3) will be constructed in three phases over a period of approximately four years. The worst-case period for the construction trip generation was evaluated in a similar manner to that applied to the proposed Project.



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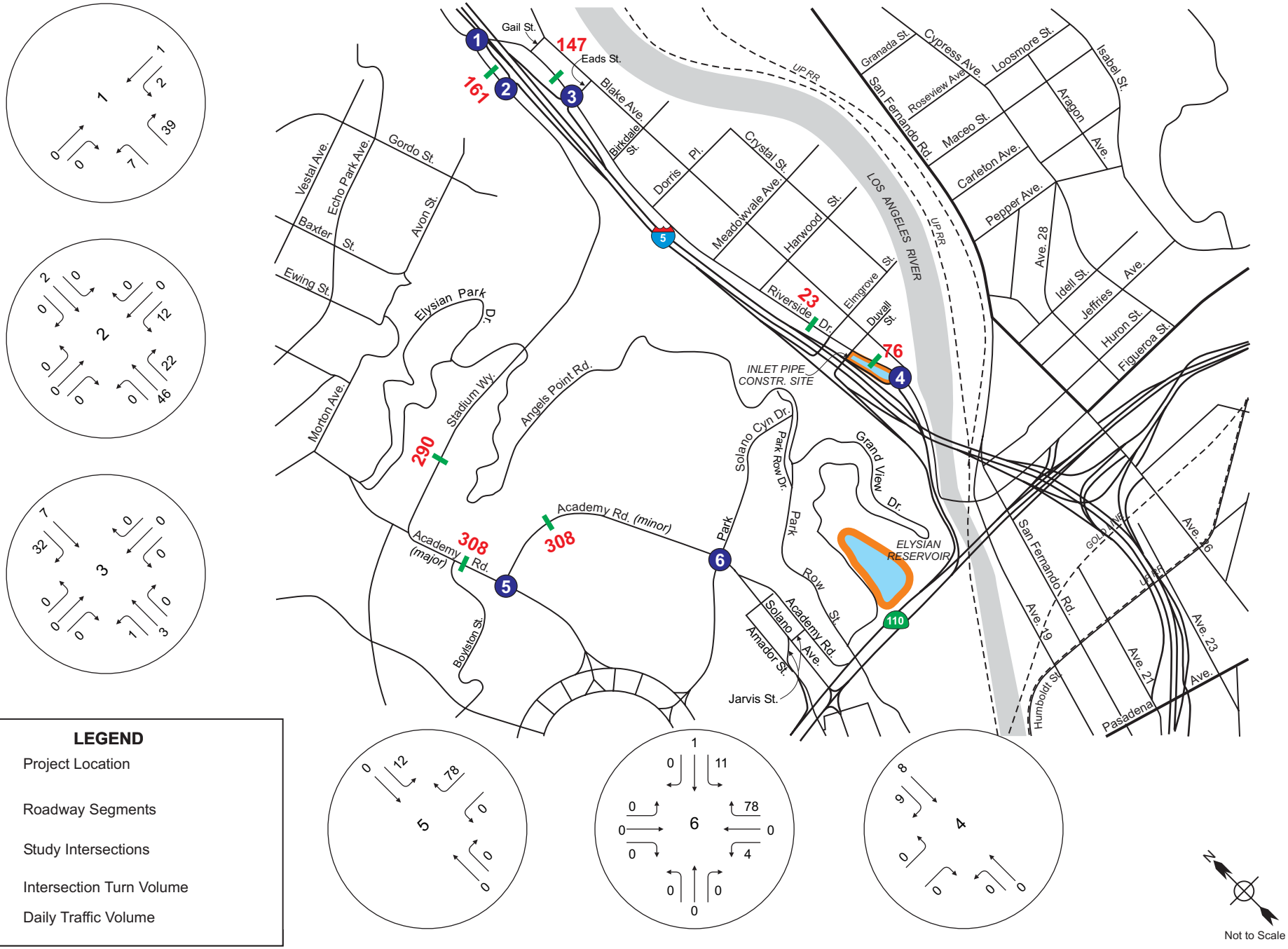
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 18

Project Trip Assignment - Floating Cover Alternative - AM Peak Hour



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 19

Project Trip Assignment - Floating Cover Alternative - PM Peak Hour

Table 11 provides the peak hour trip generation calculations for the Aluminum Cover construction scenario, based on the number of on-site employees and the number of daily truck trips.

Table 11 – Peak Hour Construction Trip Generation – Aluminum Cover Alternative

Project Scenario	Generator	Daily	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Aluminum Cover	Employees [a]	144	**72**	72	0	**72**	0	72
	Trucks [b]	230	**29**	15	14	**29**	15	14
TOTAL		374	**101**	87	14	**101**	15	86

[a] Employee trips = 1 vehicle/employee
[b] Vehicle trips = 2.5 PCE x truck trips

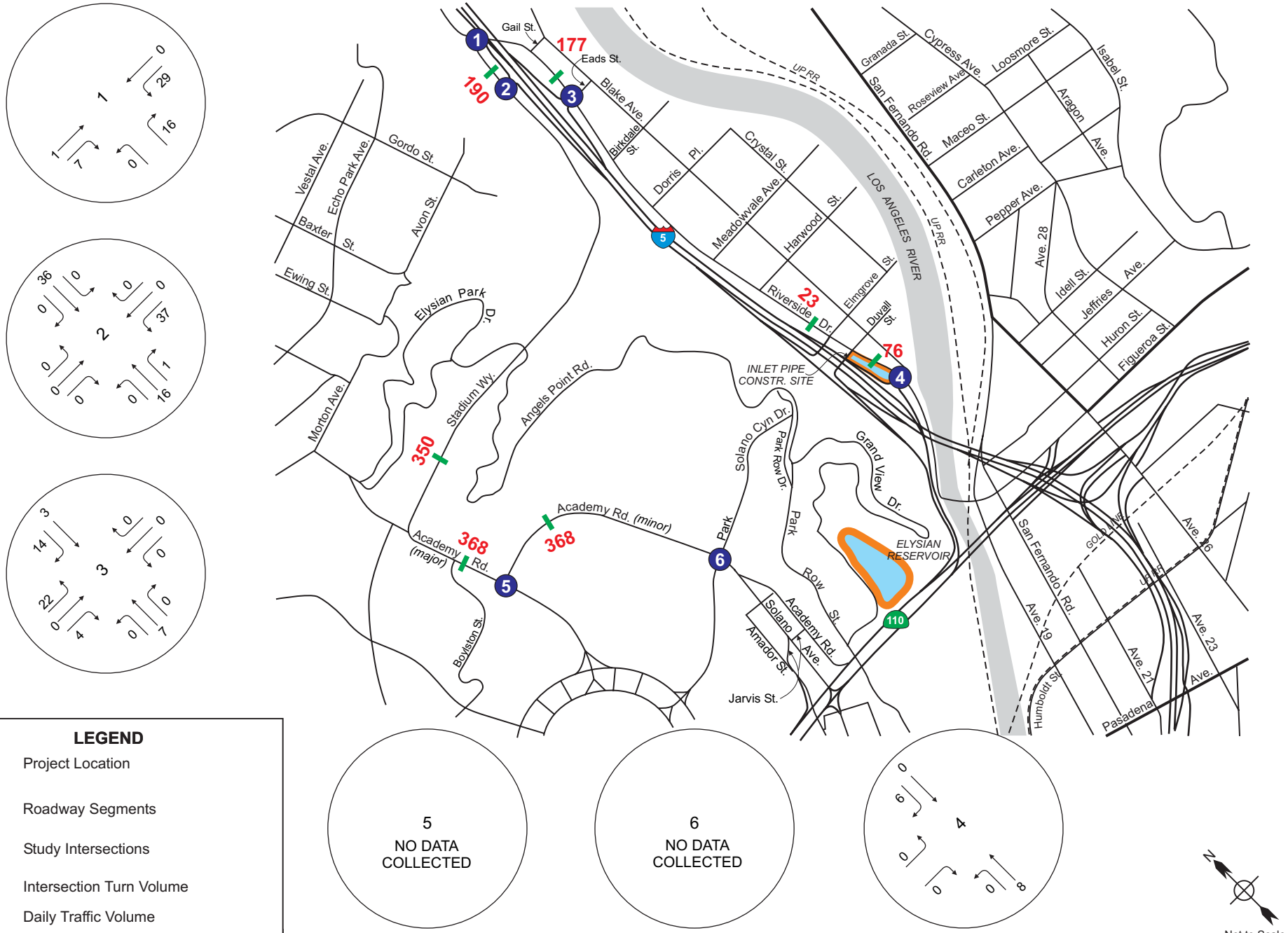
The number of employee trips was based on the assumption that all 72 employees would arrive within the a.m. peak hour and depart within the p.m. peak hour. The number of truck trips was based on a typical eight-hour shift, with delivery truck trips distributed throughout the day. Based on a daily total of 92 truck trips (230 truck trips with PCE factoring), 12 truck trips (29 truck trips with PCE factoring) would occur during both the a.m. and p.m. peak hours. The total construction trip generation with PCE factoring would be 374 daily trips, of which 101 trips would occur during each of the peak hours.

The overall assignment of the project construction trips to the study area for this construction scenario is provided on Figure 20 (a.m. peak) and Figure 21 (pm. peak). The assignment of daily construction trips are provided on both figures as well.

6.5 Inlet Line – Construction Trip Generation

The new inlet line construction will be constructed concurrently with the reservoir construction. At both construction sites are physically separated. Inlet line construction would occur over a period of approximately 25 months. The worst-case period for the construction trip generation was evaluated in a similar manner to that applied to the proposed Project and the two alternatives.

Table 12 provides the peak hour trip generation calculations for the inlet line construction activities, based on the number of on-site employees and the number of daily truck trips.



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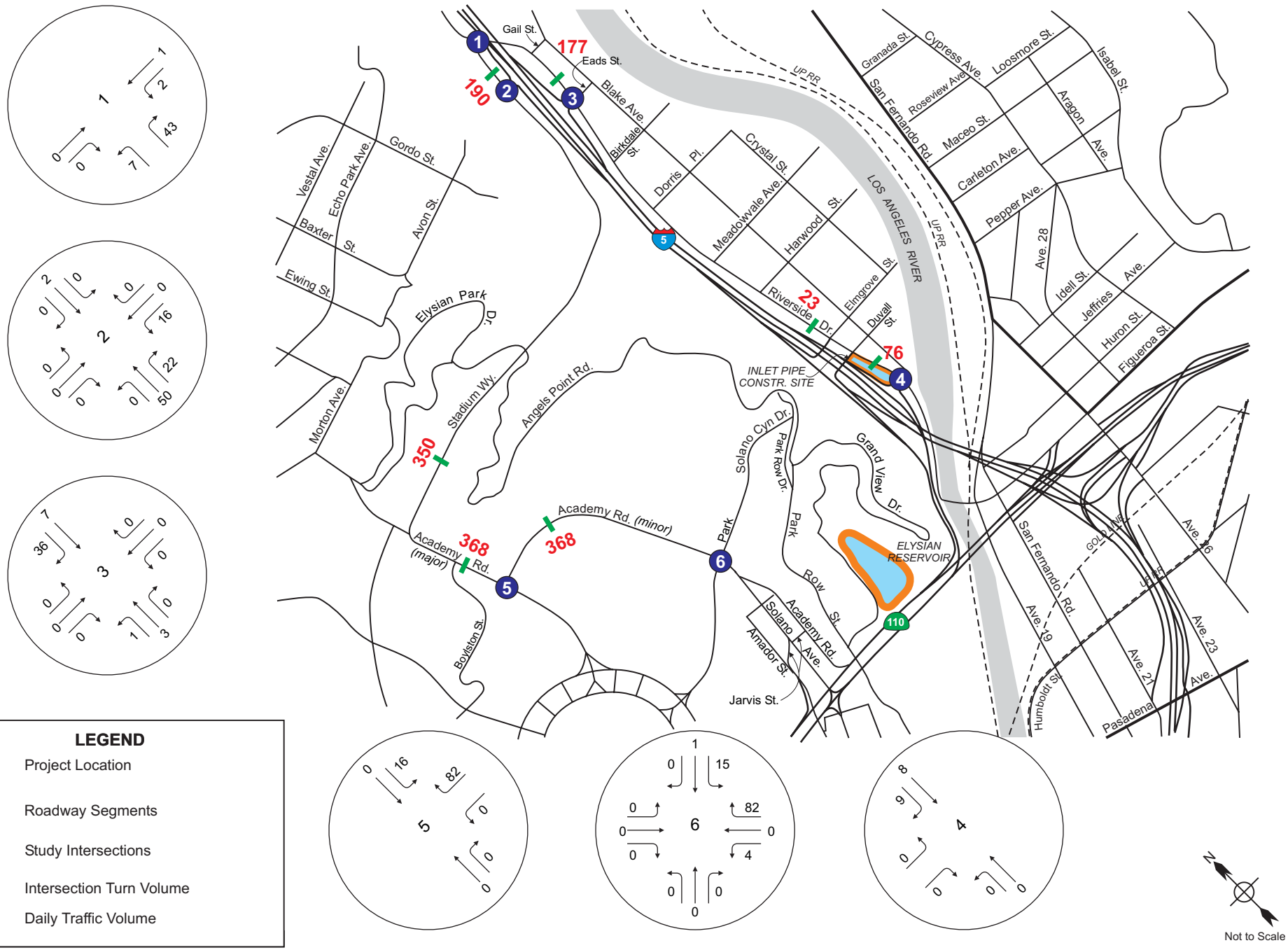
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 20

Project Trip Assignment - Aluminum Cover Alternative - AM Peak Hour



LEGEND

- Project Location
- Roadway Segments
- (X) Study Intersections
- XX → Intersection Turn Volume
- XX Daily Traffic Volume

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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 21

Project Trip Assignment - Aluminum Cover Alternative - PM Peak Hour

Table 12 – Peak Hour Construction Trip Generation – Inlet Pipeline

Project Scenario	Generator	Daily	**Weekday AM Total**	Weekday AM IN	Weekday AM OUT	**Weekday PM Total**	Weekday PM IN	Weekday PM OUT
Aluminum Cover	Employees [a]	20	**10**	10	0	**10**	0	10
	Trucks [b]	95	**12**	6	6	**12**	6	6
TOTAL		115	**22**	16	6	**22**	6	16

[a] Employee trips = 1 vehicle/employee
[b] Vehicle trips = 2.5 PCE x truck trips

The number of employee trips was based on the assumption that all 10 employees would arrive within the a.m. peak hour and depart within the p.m. peak hour. The number of truck trips was based on a typical eight-hour shift, with delivery truck trips distributed throughout the day. Based on a daily total of 38 truck trips (95 truck trips with PCE factoring), five truck trips (12 truck trips with PCE factoring) would occur during both the a.m. and p.m. peak hours.

Since the new inlet pipeline construction will occur concurrently with the reservoir construction, the generated construction trips were included with the analysis of the Buried Concrete (proposed Project) alternative and the two alternatives (Floating Cover and Aluminum Cover).

6.6 Post-Project Trip Generation – Proposed Park

Under the proposed project, public access to the Elysian Reservoir property would be provided for recreational purposes. Public access is a component of the proposed Project based on the public investment in the buried concrete reservoir.

The final determination of the recreation functions characteristics that would be provided at the Elysian Reservoir property would require a separate planning process that would involve community, LADRP, LADWP, and City Council office participation and would occur after 2015, at a date closer in time to the implementation of any recreation improvements at the property. Impacts of a potential park use within the Project site area have been analyzed here, however, based on a conservative level of recreational development.

This development plan may provide for a range of passive or active recreation uses, but for the purposes of impact analysis in this EIR, the recreation facilities include up to three soccer fields; a skate plaza; playground; perimeter walking/jogging path with exercise stations; recreation building(s) housing restrooms, concession areas, offices, and equipment storage areas; and a maintenance storage yard; and the associated parking area. These elements would encompass an area of six to eight acres and would be contained within the existing reservoir property.

Recreation functions would be permitted during daylight hours only. The peak parking demand at the site would occur during the overlap between arriving and departing participants for consecutively scheduled activities. During peak use hours on weekend days, it is anticipated that approximately 188 vehicle trips to and from the site could be generated by the recreation activity associated with the proposed facilities. The athletic fields would be the most intense use in the park area and therefore are the primary generator of vehicle trips to and from the park use.

Use of the athletic fields and other facilities would be scheduled through LADRP. A gate would be installed

at the entrance to the site that would be opened in the morning and closed at dusk.

Table 13 summarizes the proposed park trip generation estimate for the proposed Project. The rates applied to the a.m. peak hour were taken from *Trip Generation (8th edition)*, published by the Institute of Transportation Engineers. The trips for the p.m. peak hour were calculated using assumptions of sports team sizes and in/out activity rates defined by p.m. rates from *Trip Generation*. This provided a more conservative number of trips than would have been provided through the application of typical acreage-based rates for park uses.

Table 13 – Peak Hour Trip Generation – Proposed Park

Land Use	ITE Code	Intensity	Units	Weekday Daily	Weekday AM Total	Weekday AM IN	Weekday AM OUT	Weekday PM Total **	Weekday PM IN	Weekday PM OUT	Saturday Daily ***	Saturday Total **	Saturday IN	Saturday OUT
TRIP GENERATION RATES														
Soccer Fields	488	-	fields	***	1.40	50%	50%	Rates taken from team size-based calcs, with 18 players per team and a rate of 1.5 players per vehicle. Total trips would be 12 round trips per team and 24 per field.						
PROPOSED TRIP GENERATION														
Soccer Fields	488	3	fields	235	5	3	2	188	94	94	564	188	94	94

** 'Soccer complex', as defined by ITE, includes ancillary amenities such as a fitness trail, picnic grounds, playground, etc.*

*** Weekday p.m. and Saturday mid-day peak rates were taken from rates developed for this study, as those rates were higher and more conservative than those provided by ITE.*

**** Daily trips were assumed to be equivalent to two sets of games occurring during each weekday evening (with additional trips equivalent to half of a game occuring during other hours) and three sets of games during each Saturday.*

Table 13 indicates that the proposed park use would generate 235 weekday daily trips, of which 5 trips would occur during the a.m. peak hour and 188 trips would occur during the p.m. peak hour. The a.m. peak hour trips would be negligible, as organized activities would not be occurring within the park during that time. An estimated 188 trips would be generated during the Saturday mid-day hour, but not overlapping the peak weekday usage time for area roadways.

Based on the current area programs for the American youth Soccer Organization (AYSO), team sizes range from 11 to 18 players. A conservative assumption of 18 players per team was used for the soccer field trip generation calculations. All players would assume to arrive by car, and a rate of 1.5 players per car was used. The soccer fields would be expected to generate 12 vehicles per team, or 24 vehicles per field, with a total to 72 vehicles when three games occur simultaneously.

The following illustrates the trips associated with overlapping soccer games.

in/out rates:	in	out *		in *	out
	100%	31%		31%	100%

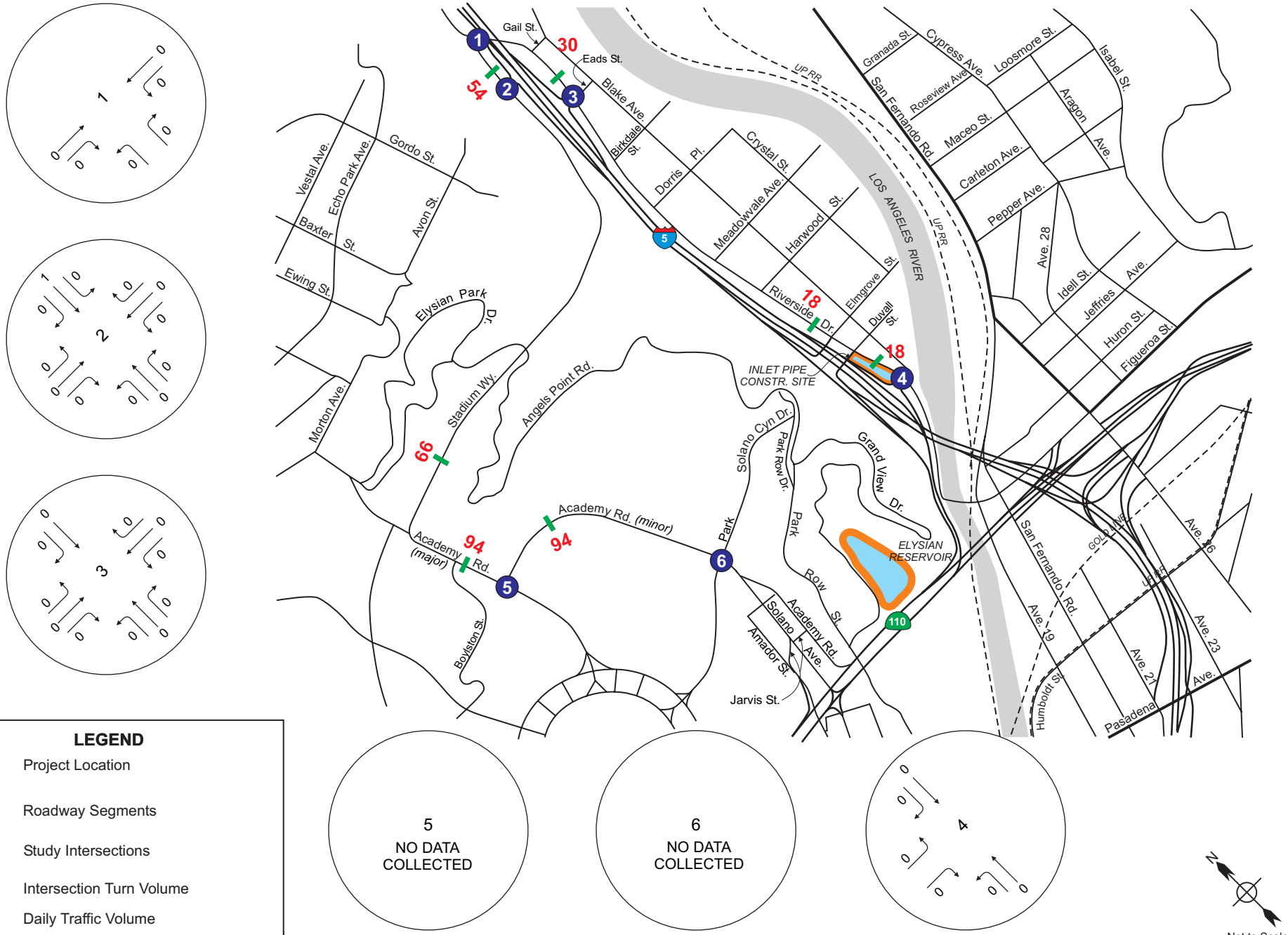
Fields	players	vehicles	**starting**	in	out	**ending**	in	out	**TOTAL**	in	out
3	108	72	94	72	22	94	22	72	188	94	94

Fields x players ÷ 1.5 = 72 vehicles 72 vehicles

Assumptions:
11-18 players (18-player maximum size team)
1.5 players per car

In/out trip rates were assumed to be 100 percent in and 31 percent out at the start of the games. A total of 72 vehicles would enter the project site, and approximately 31 percent of the total of 94 vehicles (22 vehicles) would only drop off players and immediately leave the site. The 22 vehicles would be expected to return to the site to pick up the players.

At the end of each game, all 72 vehicles would exit the Park. For peak hour conditions it was assumed that one set of soccer game would end while the next game would start approximately 30 minutes later. As a result, the trip generation was combined to represent the peak-period during the turnover between the games.



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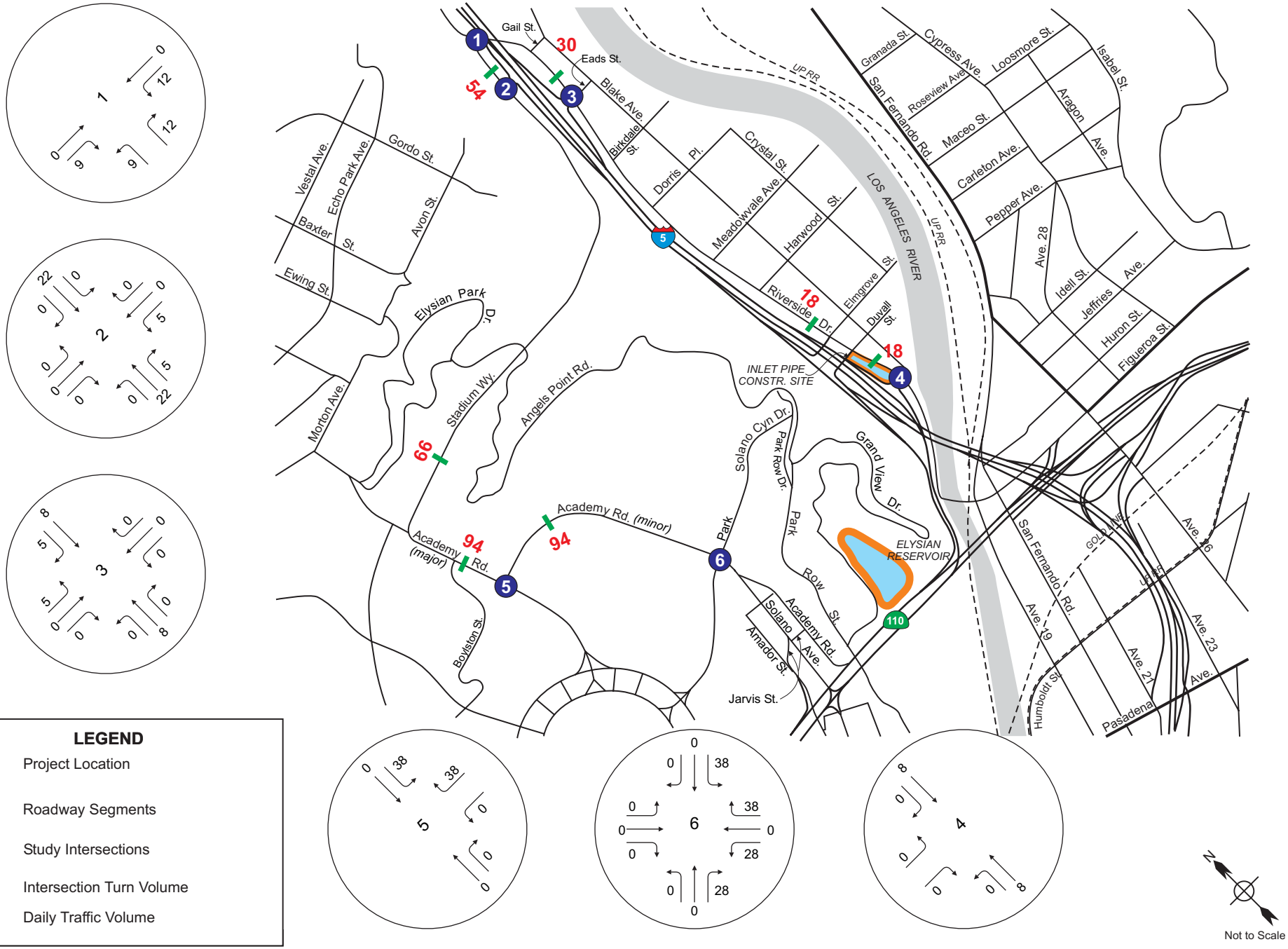
LADWP Elysian Reservoir Water Quality Improvement Project - Study II

Figure 22

Project Trip Assignment - Park Use - AM Peak Hour



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 23

Project Trip Assignment - Park Use - PM Peak Hour

7. Project Construction-Period Conditions and Impacts

7.1 Significant Impact Guidelines

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection or roadway segment. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if a facility is already operating below the acceptable level of service and project traffic will cause a further decline below a threshold.

The City of Los Angeles Department of Transportation has established specific thresholds for project related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. The following increases in peak-hour V/C ratios are considered significant impacts:

Level of Service	Final V/C*	Project Related v/c increase
C	< 0.70 – 0.80	Equal to or greater than 0.040
D	< 0.80 – 0.90	Equal to or greater than 0.020
E and F	0.90 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient and related project growth, and without proposed traffic impact mitigations.

Roadway segment and unsignalized intersection impacts were determined based on changes in peak-hour level of service values to E or F due to Project construction. Study area traffic operations for the construction and post-project park use scenarios are discussed below, along with significant impact determinations.

7.2 No-Build Alternative Impacts

Under the Project No-Built Alternative, trip generation to and from the Project site would remain as it is under existing conditions. The No-Build Alternative would therefore not create any new significant traffic impacts.

7.3 Proposed Project Buried Concrete Alternative Description Analysis

The study intersection operations across all analyzed scenarios, for the proposed Project (Buried Concrete Alternative) are summarized in Table 14 (a.m. peak-hour) and Table 15 (p.m. peak-hour). Traffic impacts created by the project construction under this scenario were calculated by subtracting the volume-to-capacity (v/c) totals under the "Year 2019 No-Project" heading from the totals under the "Year 2019 with-Project Construction" heading.

The overall traffic impacts created by the project construction traffic and determination of significant impacts are provided in the right two columns of the tables. The level of service calculation worksheets for this analysis scenario are provided in Appendix F.

Table 14 – Significant Intersection Traffic Impacts – Buried Concrete Alternative – AM Peak Hour

	Study Intersections	Sceanrio	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2019)		Future with-Project Construction Conditions (Year 2019)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.651	B	0.751	C	0.767	C	0.016	No
		Game	0.568	A	0.659	B	0.676	B	0.017	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.656	B	0.728	C	0.757	C	0.029	No
		Game	0.611	B	0.680	B	0.709	C	0.029	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.435	A	0.492	A	0.498	A	0.006	No
		Game	0.380	A	0.432	A	0.438	A	0.006	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.265	A	0.452	A	0.454	A	0.002	No
		Game	0.244	A	0.427	A	0.429	A	0.002	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game Game	Excluded from AM peak analysis							
6.	Academy Rd / Park - Solano Canyon Dr	Non Game Game	Excluded from AM peak analysis							

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Table 15 – Significant Intersection Traffic Impacts – Buried Concrete Alternative – PM Peak Hour

	Study Intersections	Scenario	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2019)		Future with-Project Construction Conditions (Year 2019)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.660	B	0.754	C	0.758	C	0.004	No
		Game	0.725	C	0.824	D	0.829	D	0.005	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.517	A	0.568	A	0.605	B	0.037	No
		Game	0.619	B	0.704	C	0.721	C	0.017	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.368	A	0.409	A	0.446	A	0.037	No
		Game	0.456	A	0.490	A	0.492	A	0.002	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.309	A	0.403	A	0.408	A	0.005	No
		Game	0.354	A	0.452	A	0.457	A	0.005	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	8.7	A	8.8	A	9.1	A	-	-
		Game	9.0	A	9.1	A	9.3	A	-	-
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	0.065	A	0.070	A	0.141	A	0.071	No
		Game	0.102	A	0.112	A	0.202	A	0.090	No

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Based on the results provided within Table 14 and Table 15, construction of the proposed Project would not create significant impacts at any of the study intersections. All of the study intersections would operate at LOS D or better under this scenario on game days and at LOS C or better on non-game days.

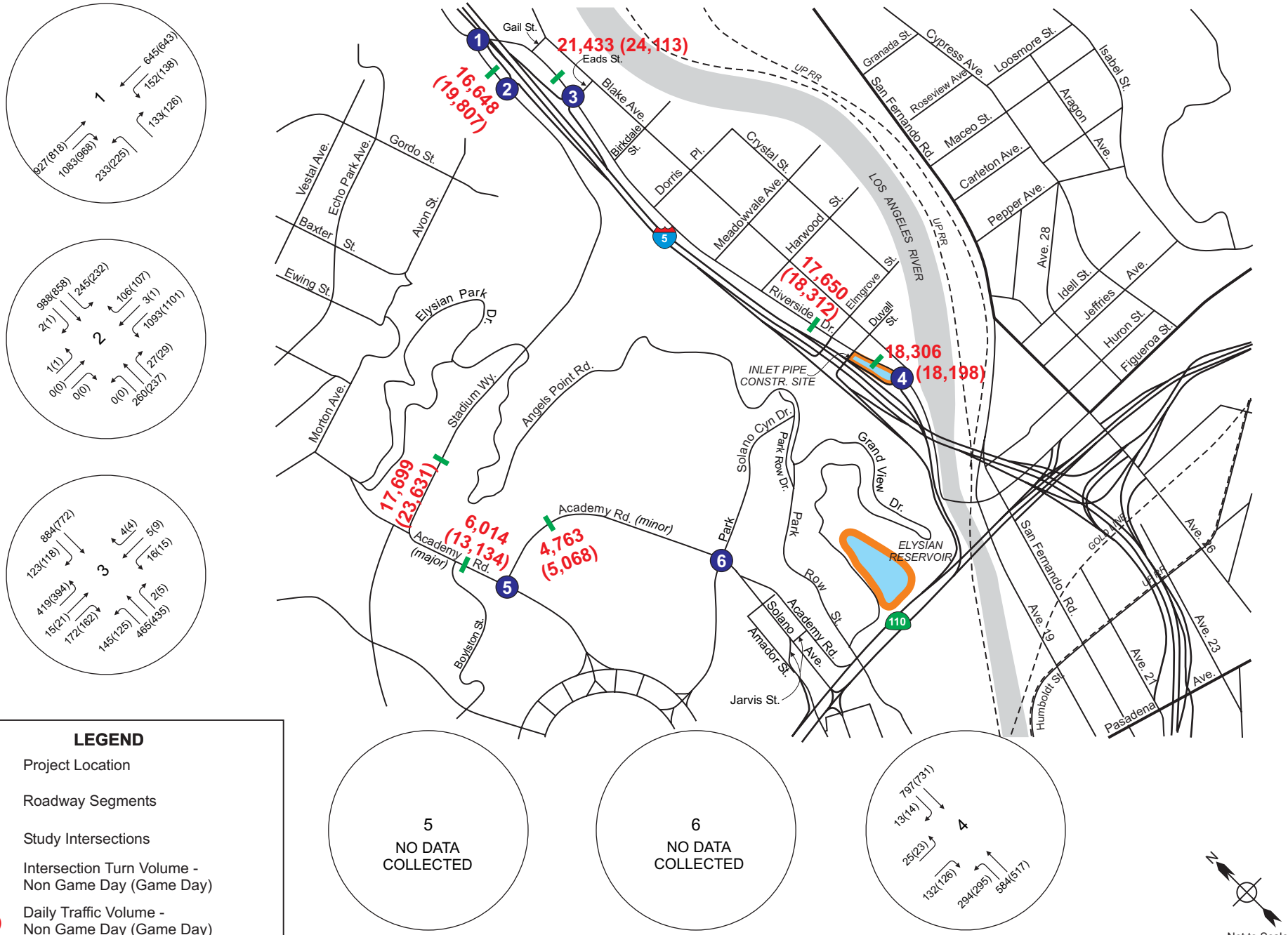
The daily volumes on the study roadway segments, for conditions with and without construction of the proposed Project, are provided in Table 16. Volume percentage increases due to Project construction are provided for reference purposes. Impacts to these roadway segments are evaluated after this informational table.

**Table 16 – Roadway Segments Summary –
Buried Concrete Alternative**

Street Segments		Scenario	Base Volumes				Proposed Project		
			Existing	Ambient Growth	Area Projects	Future Base	Project Only	Future with Project	% Increase
A	Stadium Way,	Non Game Day	12,586	9%	2,520	16,285	363	16,648	2.23%
	Between Riverside Drive and I-5 southbound ramps	Game Day	15,474	9%		19,444		19,807	1.87%
B	Riverside Drive,	Non Game Day	17,778	9%	1,632	21,076	357	21,433	1.69%
	Between Gail Street and Forney Street	Game Day	20,229	9%		23,756		24,113	1.50%
C	Riverside Drive,	Non Game Day	15,228	9%	976	17,631	19	17,650	0.11%
	Between Fernleaf Street and Elmgrove Street	Game Day	15,833	9%		18,293		18,312	0.10%
D	Riverside Drive,	Non Game Day	13,879	9%	3,055	18,234	72	18,306	0.39%
	Between Oros Street and I-5 northbound ramps	Game Day	13,780	9%		18,126		18,198	0.40%
E	Stadium Way,	Non Game Day	13,586	9%	2,134	16,993	706	17,699	4.15%
	North of Academy Road	Game Day	19,010	9%		22,925		23,631	3.08%
F	Academy Road	Non Game Day	3,295	9%	1,694	5,298	716	6,014	13.51%
	East of Stadium Way	Game Day	9,805	9%		12,418		13,134	5.77%
G	Academy Road	Non Game Day	3,497	9%	222	4,047	716	4,763	17.69%
	North of Academy Road east-west segment	Game Day	3,776	9%		4,352		5,068	16.45%

Based on the data within Table 16, Segment G (Academy Road) would have the highest percentage of Project construction vehicle trips throughout the day. The significance of impacts on the analyzed roadway segments were determined via the analysis of peak-hour volumes, discussed below.

Total construction period volumes at the study intersections are provided on Figure 24 (a.m. peak hour) and Figure 25 (p.m. peak hour). Daily traffic volumes are included on both figures. The intersection LOS calculation worksheets for this scenario are provided within Appendix F.



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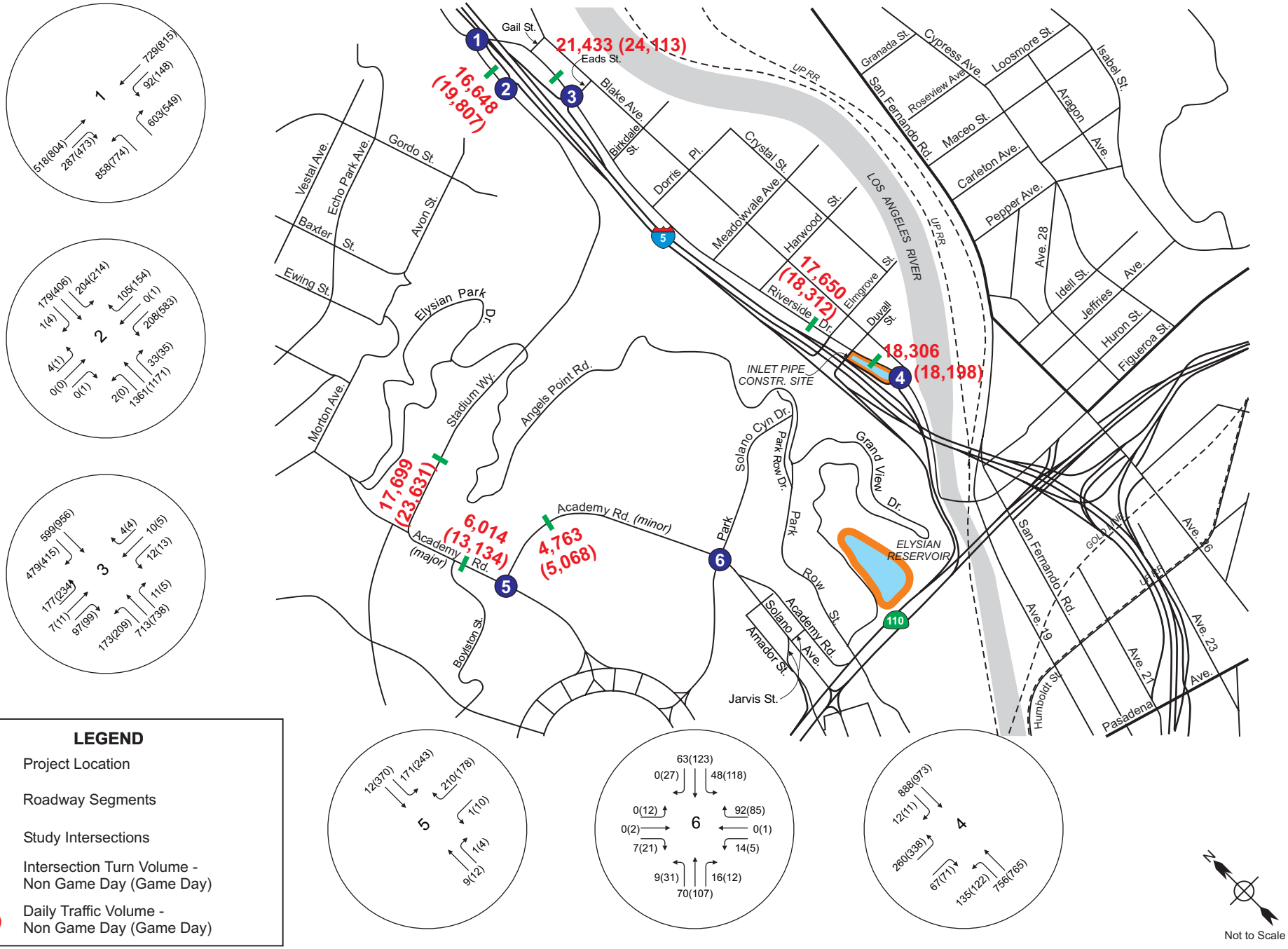
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 24

Future (2019) With Project Construction (Buried Concrete) - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 25

Future (2019) With Project Construction (Buried Concrete) - PM Peak Hour Intersection Volumes

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at these locations. Table 17 summarizes the peak-hour volumes from the daily counts. The peak-hour volumes may not necessarily occur during the typical peak-hour periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

Table 17 – Peak Hour Roadway Segments LOS – Buried Concrete Alternative

	Street Segments	# of Lanes	Capacity	Scenario	Base Volumes								Proposed Project			
					Existing			Ambient	Area	Future Base			Project	Future with Project		
					Volumes	V/C	LOS	Growth	Projects	Volumes	V/C	LOS	Only	Volumes	V/C	LOS
A	Stadium Way, Between Riverside Drive and I-5 southbound ramps	4	2,500	Non Game Day	1,494	0.598	A	9%	264	1,898	0.759	C	64	1,962	0.785	C
				Game Day	1,586	0.634	B	9%		1,999	0.800	C		2,063	0.825	D
B	Riverside Drive, Between Gail Street and Forney Street	4	2,500	Non Game Day	1,678	0.671	B	9%	157	1,992	0.797	C	60	2,052	0.821	D
				Game Day	2,014	0.806	D	9%		2,360	0.944	**E**		2,420	0.968	**E**
C	Riverside Drive, Between Fernleaf Street and Elmgrove Street	4	2,500	Non Game Day	1,357	0.543	A	9%	115	1,599	0.640	B	11	1,610	0.644	B
				Game Day	1,740	0.696	B	9%		2,018	0.807	D		2,029	0.812	D
D	Riverside Drive, Between Oros Street and I-5 northbound ramps	4	2,500	Non Game Day	1,352	0.541	A	9%	331	1,810	0.724	C	20	1,830	0.732	C
				Game Day	1,405	0.562	A	9%		1,868	0.747	C		1,888	0.755	C
E	Stadium Way, North of Academy Road	6	4,500	Non Game Day	1,973	0.438	A	9%	162	2,320	0.516	A	117	2,437	0.542	A
				Game Day	2,312	0.514	A	9%		2,691	0.598	A		2,808	0.624	B
F	Academy Road East of Stadium Way	5	3,125	Non Game Day	563	0.180	A	9%	75	691	0.221	A	123	814	0.260	A
				Game Day	2,838	0.908	**E**	9%		3,179	1.017	**F**		3,302	1.057	**F**
G	Academy Road North of Academy Road east-west segment	3	1,350	Non Game Day	490	0.363	A	9%	10	546	0.404	A	123	669	0.496	A
				Game Day	350	0.259	A	9%		393	0.291	A		516	0.382	A

Based on the results provided within Table 17, the analyzed roadway segments would operate at LOS C or better on a non-game day. However, two of the roadway segments on a typical game day would operate at LOS E or F and would worsen with Project construction:

- Riverside Drive, between Gail Street and Forney Street – LOS E
- Academy Road, north of Academy Road east-west segment – LOS F

Mitigation measures for these significant impacts are discussed at the end of this report section.

7.5 Floating Cover Alternative Analysis

The study intersection operations across all analyzed scenarios, for the Floating Cover Alternative, are summarized in Table 18 (a.m. peak-hour) and Table 19 (p.m. peak-hour). Traffic impacts created by the project construction under this scenario were calculated by subtracting the volume-to-capacity (v/c) totals under the "Year 2015 No-Project" heading from the totals under the "Year 2015 with-Project Construction" heading.

The overall traffic impacts created by the project construction traffic and determination of significant impacts are provided in the right two columns of the tables. The levels of service calculation worksheets for this analysis scenario are provided in Appendix G.

Table 18 – Significant Traffic Impacts – Floating Cover – AM Peak Hour

	Study Intersections	Sceanrio	Existing Conditions (Year 2010) V/C or Delay	LOS	Future No-Project Conditions (Year 2015) V/C or Delay	LOS	Future with-Project Construction Conditions (Year 2015) V/C or Delay	LOS	Diff.	Signif?
1.	Stadium Way / Riverside Dr	Non Game	0.651	B	0.720	C	0.745	C	0.025	No
		Game	0.568	A	0.632	B	0.657	B	0.025	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.656	B	0.697	B	0.723	C	0.026	No
		Game	0.611	B	0.651	B	0.676	B	0.025	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.435	A	0.470	A	0.479	A	0.009	No
		Game	0.380	A	0.413	A	0.422	A	0.009	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.265	A	0.438	A	0.440	A	0.002	No
		Game	0.244	A	0.414	A	0.416	A	0.002	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	Excluded from AM peak analysis							
		Game								
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	Excluded from AM peak analysis							
		Game								

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Table 19 – Significant Traffic Impacts – Floating Cover – PM Peak Hour

	Study Intersections	Scenario	Existing Conditions (Year 2010) V/C or Delay	LOS	Future No-Project Conditions (Year 2015) V/C or Delay	LOS	Future with-Project Construction Conditions (Year 2015) V/C or Delay	LOS	Diff.	Signif?
1.	Stadium Way / Riverside Dr	Non Game	0.660	B	0.723	C	0.729	C	0.006	No
		Game	0.725	C	0.790	C	0.797	C	0.007	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.517	A	0.543	A	0.563	A	0.020	No
		Game	0.619	B	0.675	B	0.680	B	0.005	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.368	A	0.390	A	0.413	A	0.023	No
		Game	0.456	A	0.468	A	0.471	A	0.003	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.309	A	0.387	A	0.393	A	0.006	No
		Game	0.354	A	0.434	A	0.440	A	0.006	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	8.7	A	8.8	A	9.1	A	-	-
		Game	9.0	A	9.1	A	9.2	A	-	-
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	0.065	A	0.067	A	0.125	A	0.058	No
		Game	0.102	A	0.107	A	0.175	A	0.068	No

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Based on the results provided within Table 17 and Table 18, project construction would not create significant impacts at any of the study intersections. All the study intersections would operate at LOS C or better.

The daily volumes on the study roadway segments, for conditions with and without construction of the Floating Cover Alternative, are provided in Table 20. Volume percentage increases due to Project construction are provided for reference purposes.

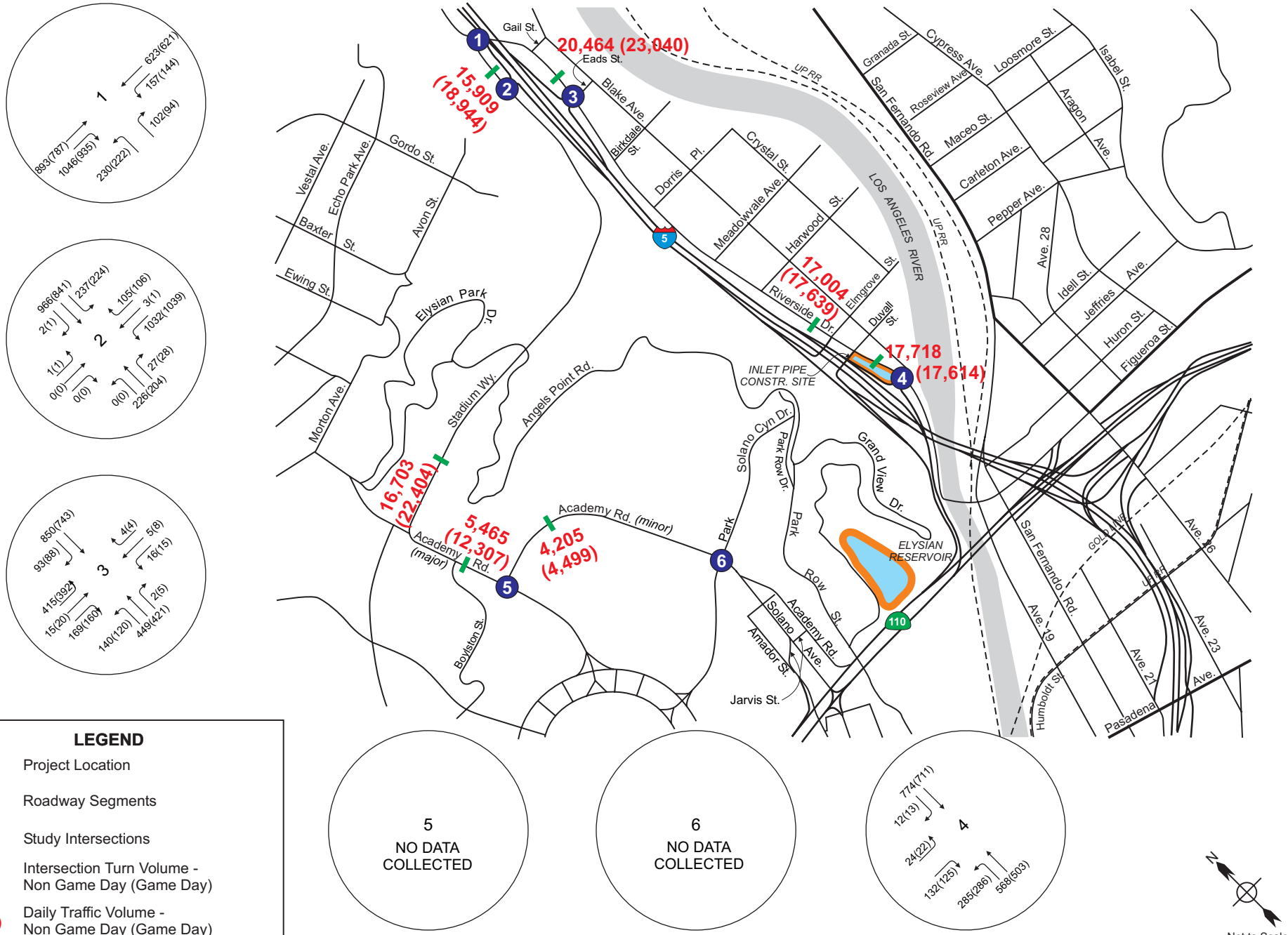
Table 20 – Roadway Segments Summary –
Floating Cover Alternative

Street Segments		Scenario	Base Volumes				Proposed Project		
			Existing	Ambient Growth	Area Projects	Future Base	Project Only	Future with Project	% Increase
A	Stadium Way,	Non Game Day	12,586	5%	2,520	15,748	161	15,909	1.02%
	Between Riverside Drive and I-5 southbound ramps	Game Day	15,474	5%		18,783		18,944	0.86%
B	Riverside Drive,	Non Game Day	17,778	5%	1,632	20,317	147	20,464	0.72%
	Between Gail Street and Forney Street	Game Day	20,229	5%		22,893		23,040	0.64%
C	Riverside Drive,	Non Game Day	15,228	5%	976	16,981	23	17,004	0.14%
	Between Fernleaf Street and Elmgrove Street	Game Day	15,833	5%		17,616		17,639	0.13%
D	Riverside Drive,	Non Game Day	13,879	5%	3,055	17,642	76	17,718	0.43%
	Between Oros Street and I-5 northbound ramps	Game Day	13,780	5%		17,538		17,614	0.43%
E	Stadium Way,	Non Game Day	13,586	5%	2,134	16,413	290	16,703	1.77%
	North of Academy Road	Game Day	19,010	5%		22,114		22,404	1.31%
F	Academy Road	Non Game Day	3,295	5%	1,694	5,157	308	5,465	5.97%
	East of Stadium Way	Game Day	9,805	5%		11,999		12,307	2.57%
G	Academy Road	Non Game Day	3,497	5%	222	3,897	308	4,205	7.90%
	North of Academy Road east-west segment	Game Day	3,776	5%		4,191		4,499	7.35%

The data within Table 20 provides the percentage increases in project construction trips on a typical non-game day and game day analysis. Based on the results provided, Segment G (Academy Road) would have the highest percentage of Project construction vehicle trips throughout the day. Impacts on roadway segments were determined via the analysis of peak-hour volumes discussed below.

Total construction period volumes at the study intersections are provided on Figure 26 (a.m. peak hour) and Figure 27 (p.m. peak hour). Daily traffic volumes are included on both figures. The LOS calculation worksheets for this scenario are provided within Appendix G.

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at the analyzed roadways. Table 21 summarizes the peak-hour volumes occurred throughout the day. The peak-hour volumes may not necessarily occur during the typical peak-hour periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.



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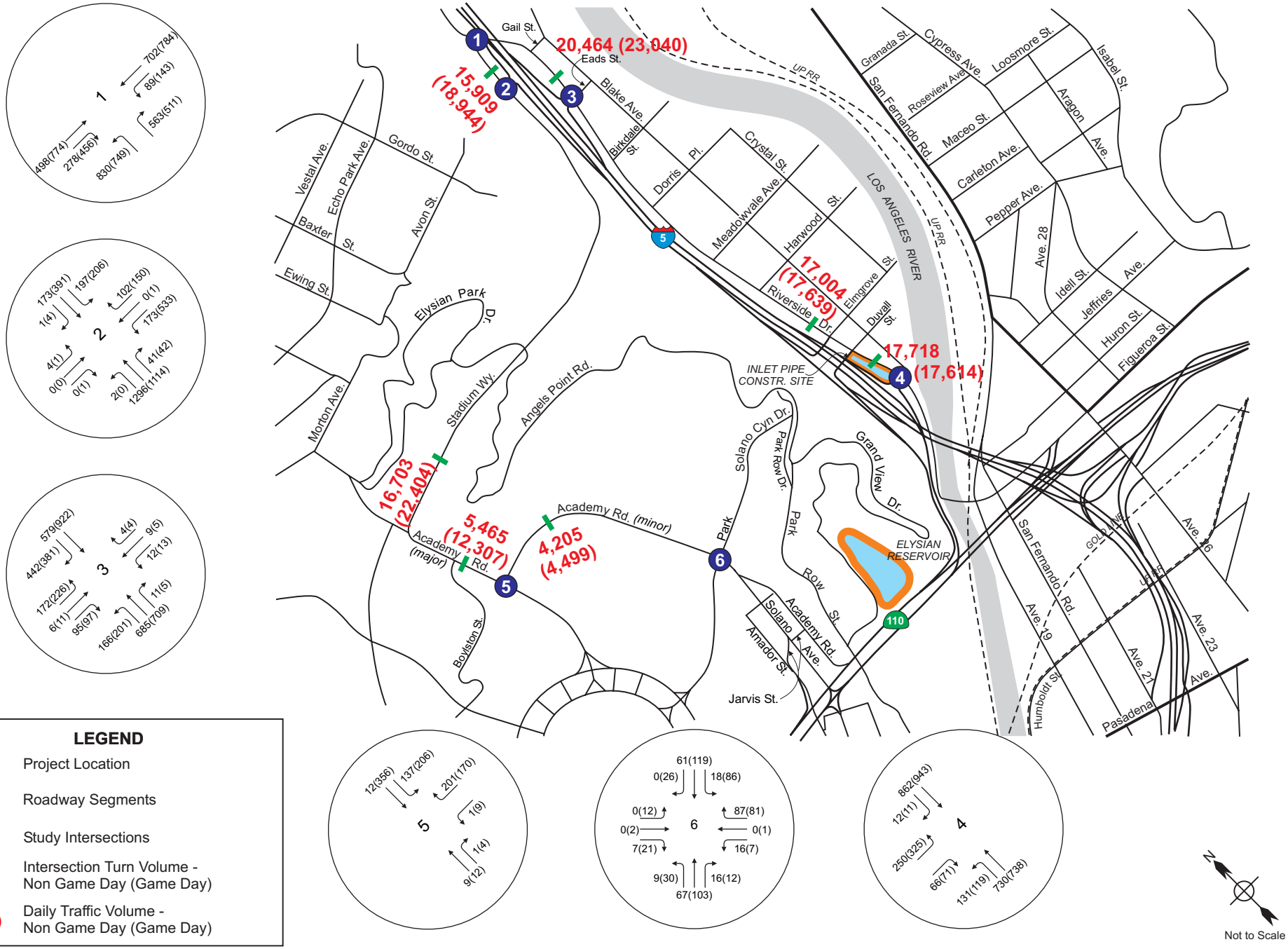
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 26

Future (2015) With Project Construction (Floating Cover Alternative) - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 27

Future (2015) With Project Construction (Floating Cover Alternative) - PM Peak Hour Intersection Volumes

Table 21 – Peak Hour Roadway Segments LOS – Floating Cover Alternative

	Street Segments	# of Lanes	Capacity	Scenario	Base Volumes								Proposed Project			
					Existing			Ambient	Area	Future Base			Project	Future with Project		
					Volumes	V/C	LOS	Growth	Projects	Volumes	V/C	LOS	Only	Volumes	V/C	LOS
A	Stadium Way,	4	2,500	Non Game Day	1,494	0.598	A	5%	264	1,834	0.734	C	48	1,882	0.753	C
	Between Riverside Drive and I-5 southbound ramps			Game Day	1,586	0.634	B	5%		1,931	0.772	C		1,979	0.792	C
B	Riverside Drive,	4	2,500	Non Game Day	1,678	0.671	B	5%	157	1,921	0.768	C	42	1,963	0.785	C
	Between Gail Street and Forney Street			Game Day	2,014	0.806	D	5%		2,274	0.910	**E**		2,316	0.926	**E**
C	Riverside Drive,	4	2,500	Non Game Day	1,357	0.543	A	5%	115	1,541	0.616	B	13	1,554	0.622	B
	Between Fernleaf Street and Elmgrove Street			Game Day	1,740	0.696	B	5%		1,944	0.778	C		1,957	0.783	C
D	Riverside Drive,	4	2,500	Non Game Day	1,352	0.541	A	5%	331	1,752	0.701	C	22	1,774	0.710	C
	Between Oros Street and I-5 northbound ramps			Game Day	1,405	0.562	A	5%		1,808	0.723	C		1,830	0.732	C
E	Stadium Way,	6	4,500	Non Game Day	1,973	0.438	A	5%	162	2,236	0.497	A	81	2,317	0.515	A
	North of Academy Road			Game Day	2,312	0.514	A	5%		2,592	0.576	A		2,673	0.594	A
F	Academy Road	5	3,125	Non Game Day	563	0.180	A	5%	75	667	0.213	A	90	757	0.242	A
	East of Stadium Way			Game Day	2,838	0.908	**E**	5%		3,058	0.979	**E**		3,148	1.007	**F**
G	Academy Road	3	1,350	Non Game Day	490	0.363	A	5%	10	525	0.389	A	90	615	0.456	A
	North of Academy Road east-west segment			Game Day	350	0.259	A	5%		378	0.280	A		468	0.347	A

Based on the results provided within Table 21, the analyzed roadway segments would operate at LOS C or better on a non-game day. However, two of the roadway segments on a typical game day would operate at LOS E or F, and would worsen with Project construction.

- Riverside Drive, between Gail Street and Forney Street – LOS E
- Academy Road, north of Academy Road east-west segment – LOS F

7.6 Aluminum Cover Alternative Analysis

The study intersection operations across all analyzed scenarios, for the Aluminum Cover Alternative, are summarized in Table 22 (a.m. peak-hour) and Table 23 (p.m. peak-hour). Traffic impacts created by the project construction under this scenario were calculated by subtracting the volume-to-capacity (v/c) totals under the "Year 2015 No-Project" heading from the totals under the "Year 2015 with-Project Construction" heading.

The overall traffic impacts created by the project construction traffic and determination of significant impacts are provided in the right two columns of the tables. The levels of service calculation worksheets for this analysis scenario are provided in Appendix H.

Table 22 – Significant Traffic Impacts – Aluminum Cover – AM Peak Hour

	Study Intersections	Sceanrio	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2015)		Future with-Project Construction Conditions (Year 2015)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.651	B	0.720	C	0.745	C	0.025	No
		Game	0.568	A	0.632	B	0.657	B	0.025	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.656	B	0.697	B	0.724	C	0.027	No
		Game	0.611	B	0.651	B	0.678	B	0.027	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.435	A	0.470	A	0.479	A	0.009	No
		Game	0.380	A	0.413	A	0.422	A	0.009	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.265	A	0.438	A	0.440	A	0.002	No
		Game	0.244	A	0.414	A	0.416	A	0.002	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	Excluded from AM peak analysis							
		Game								
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	Excluded from AM peak analysis							
		Game								

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Table 23 – Significant Traffic Impacts – Aluminum Cover – PM Peak Hour

	Study Intersections	Scenario	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2015)		Future with-Project Construction Conditions (Year 2015)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.660	B	0.723	C	0.729	C	0.006	No
		Game	0.725	C	0.790	C	0.797	C	0.007	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.517	A	0.543	A	0.566	A	0.023	No
		Game	0.619	B	0.675	B	0.682	B	0.007	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.368	A	0.390	A	0.416	A	0.026	No
		Game	0.456	A	0.468	A	0.471	A	0.003	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.309	A	0.387	A	0.393	A	0.006	No
		Game	0.354	A	0.434	A	0.440	A	0.006	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	8.7	A	8.8	A	9.1	A	-	-
		Game	9.0	A	9.1	A	9.2	A	-	-
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	0.065	A	0.068	A	0.128	A	0.060	No
		Game	0.102	A	0.107	A	0.181	A	0.074	No

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Based on the results provided within Table 22 and Table 23, project construction would not create significant impacts at any of the study intersections. All the study intersections would operate at LOS C or better.

The daily volumes on the study roadway segments, for conditions with and without construction of the Aluminum Cover Alternative, are provided in Table 24. Volume percentage increases due to Project construction are provided for reference purposes and impacts are analyzed beyond this table.

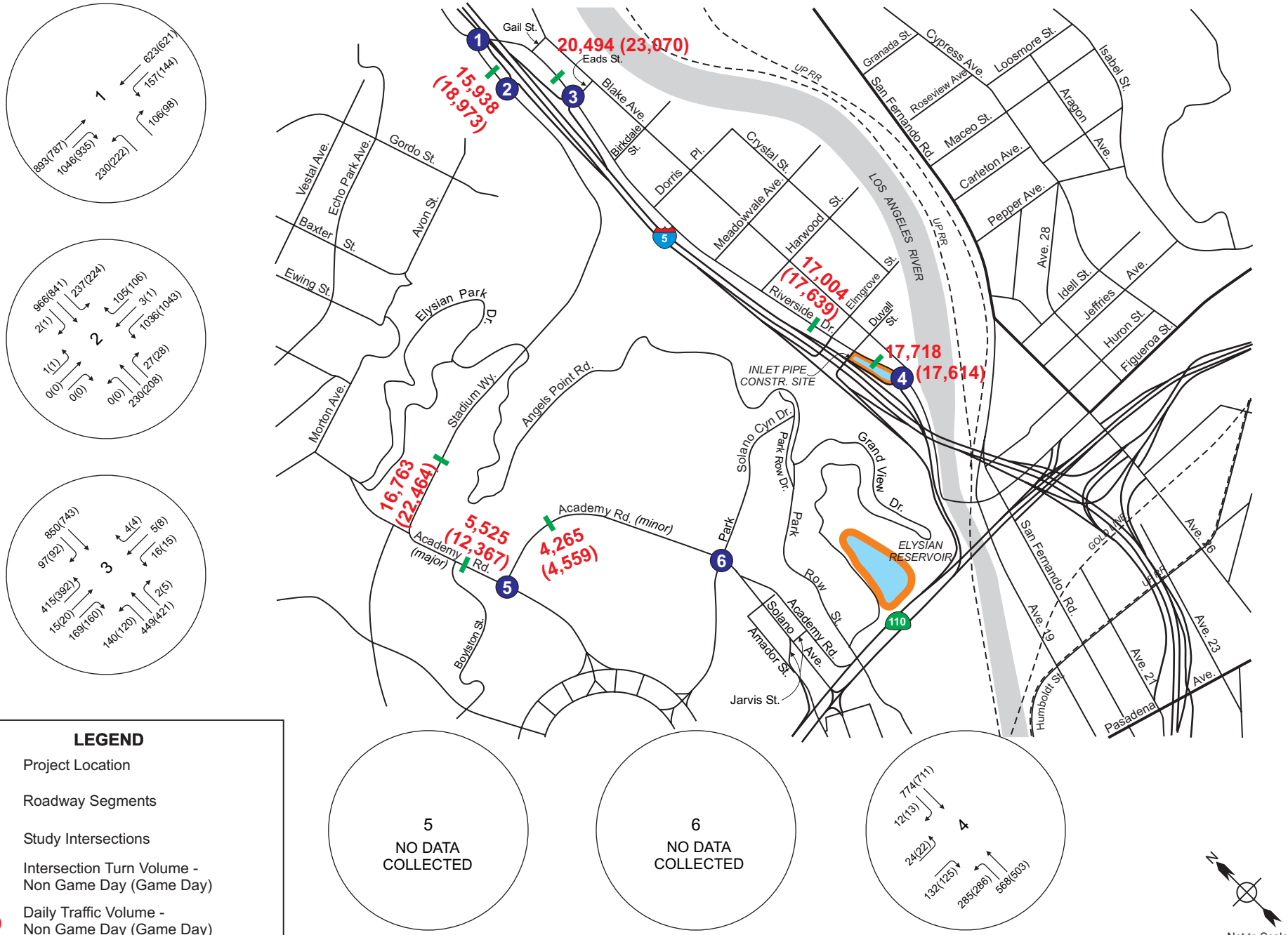
Table 24 – Roadway Segments Summary – Aluminum Cover Alternative

Street Segments		Scenario	Base Volumes				Proposed Project		
			Existing	Ambient Growth	Area Projects	Future Base	Project Only	Future with Project	% Increase
A	Stadium Way,	Non Game Day	12,586	5%	2,520	15,748	190	15,938	1.21%
	Between Riverside Drive and I-5 southbound ramps	Game Day	15,474	5%		18,783		18,973	1.01%
B	Riverside Drive,	Non Game Day	17,778	5%	1,632	20,317	177	20,494	0.87%
	Between Gail Street and Forney Street	Game Day	20,229	5%		22,893		23,070	0.77%
C	Riverside Drive,	Non Game Day	15,228	5%	976	16,981	23	17,004	0.14%
	Between Fernleaf Street and Elmgrove Street	Game Day	15,833	5%		17,616		17,639	0.13%
D	Riverside Drive,	Non Game Day	13,879	5%	3,055	17,642	76	17,718	0.43%
	Between Oros Street and I-5 northbound ramps	Game Day	13,780	5%		17,538		17,614	0.43%
E	Stadium Way,	Non Game Day	13,586	5%	2,134	16,413	350	16,763	2.13%
	North of Academy Road	Game Day	19,010	5%		22,114		22,464	1.58%
F	Academy Road	Non Game Day	3,295	5%	1,694	5,157	368	5,525	7.14%
	East of Stadium Way	Game Day	9,805	5%		11,999		12,367	3.07%
G	Academy Road	Non Game Day	3,497	5%	222	3,897	368	4,265	9.44%
	North of Academy Road east-west segment	Game Day	3,776	5%		4,191		4,559	8.78%

Based on the results provided within Table 24, Segment G (Academy Road) would have the highest percentage of Project construction vehicle trips throughout the day. Impacts on roadway segments were determined via the analysis of peak-hour volumes, discussed below.

Total construction period volumes at the study intersections are provided on Figure 28 (a.m. peak hour) and Figure 29 (p.m. peak hour). Daily traffic volumes are included on both figures. The LOS calculation worksheets are provided within Appendix G.

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at the analyzed roadways. Table 21 summarizes the peak-hour volumes from the daily counts.



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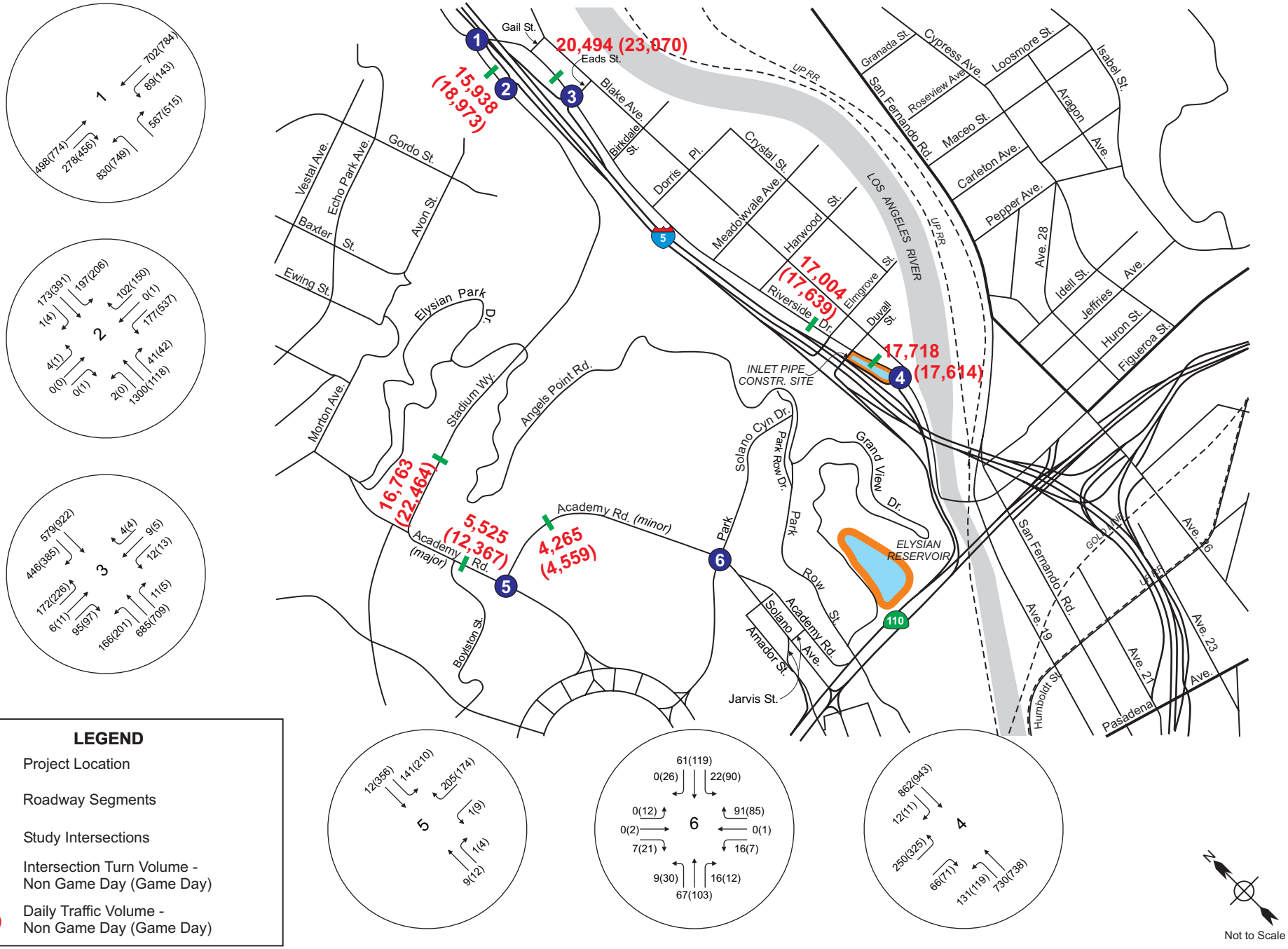
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 28

Future (2015) With Project Construction (Aluminum Cover Alternative) - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 29

Future (2015) With Project Construction (Aluminum Cover Alternative) - PM Peak Hour Intersection Volumes

Table 25 – Peak Hour Roadway Segments LOS – Aluminum Cover Alternative

	Street Segments	# of Lanes	Capacity	Scenario	Base Volumes								Proposed Project			
					Existing			Ambient	Area	Future Base			Project	Future with Project		
					Volumes	V/C	LOS	Growth	Projects	Volumes	V/C	LOS	Only	Volumes	V/C	LOS
A	Stadium Way, Between Riverside Drive and I-5 southbound ramps	4	2,500	Non Game Day	1,494	0.598	A	5%	264	1,834	0.734	C	52	1,886	0.754	C
				Game Day	1,586	0.634	B	5%		1,931	0.772	C		1,983	0.793	C
B	Riverside Drive, Between Gail Street and Forney Street	4	2,500	Non Game Day	1,678	0.671	B	5%	157	1,921	0.768	C	46	1,967	0.787	C
				Game Day	2,014	0.806	D	5%		2,274	0.910	**E**		2,320	0.928	**E**
C	Riverside Drive, Between Fernleaf Street and Elmgrove Street	4	2,500	Non Game Day	1,357	0.543	A	5%	115	1,541	0.616	B	13	1,554	0.622	B
				Game Day	1,740	0.696	B	5%		1,944	0.778	C		1,957	0.783	C
D	Riverside Drive, Between Oros Street and I-5 northbound ramps	4	2,500	Non Game Day	1,352	0.541	A	5%	331	1,752	0.701	C	22	1,774	0.710	C
				Game Day	1,405	0.562	A	5%		1,808	0.723	C		1,830	0.732	C
E	Stadium Way, North of Academy Road	6	4,500	Non Game Day	1,973	0.438	A	5%	162	2,236	0.497	A	89	2,325	0.517	A
				Game Day	2,312	0.514	A	5%		2,592	0.576	A		2,681	0.596	A
F	Academy Road East of Stadium Way	5	3,125	Non Game Day	563	0.180	A	5%	75	667	0.213	A	98	765	0.245	A
				Game Day	2,838	0.908	E	5%		3,058	0.979	**E**		3,156	1.010	**F**
G	Academy Road North of Academy Road east-west segment	3	1,350	Non Game Day	490	0.363	A	5%	10	525	0.389	A	98	623	0.461	A
				Game Day	350	0.259	A	5%		378	0.280	A		476	0.353	A

Based on the results provided within Table 21, the analyzed roadway segments would operate at LOS C or better on a non-game day. However, two of the roadway segments on a typical game day would operate at LOS E or F and would worsen with Project construction.

- Riverside Drive, between Gail Street and Forney Street – LOS E
- Academy Road, north of Academy Road east-west segment – LOS F

7.7 Recommended Mitigation Measures

Construction period traffic has been determined to create significant traffic impacts at two of the seven analyzed study roadway segments, as identified in the above sub-sections of this report. These impacts would occur during game days at Dodger Stadium, but would not occur when games are not in session. It is therefore recommended that construction truck routes that use these two roadway segments not be scheduled for use within one hour of the start of a Dodgers game and within one hour from the completion of a game.

Many of the local roadways used to access the Reservoir construction site are smaller two-lane park roads. The increases in traffic volumes that would occur on these roadways under most of the project alternatives could cause potential safety issues on these roads that primarily serve Elysian Park.

The following measures are recommended for implementation during project construction, in order to avoid potential safety conflicts between construction trucks and other vehicles:

- Prior to construction, a construction traffic control plan shall be prepared by the Los Angeles Department of Water and Power for review and approval by the Los Angeles Department of Transportation and the Los Angeles Department of Recreation and Parks. The plan shall include, at a minimum, advanced signing on Stadium Way and Riverside Drive, alerting motorists to construction and an increase in construction vehicle movements; signing to alert motorists to temporary or limited access points to adjacent properties; appropriate barricades for road closures; construction speed limit signage along the haul route; other appropriate signage along the haul route to warn park users of construction equipment and vehicles; flag persons at road closure locations, blind spots, other sharp turns to direct construction vehicle traffic; temporary crosswalks for park users; and parking restrictions during construction.

- Prior to the start of construction, the Los Angeles Department of Water and Power shall provide all construction workers with driver safety training to minimize conflicts between construction activities and park users. Training shall include adherence to posted speed limits, discussion of haul routes, and explanation of the construction traffic control plan.

- Traffic on non-park roads shall be controlled during construction by adhering to the guidelines contained in Standard Specifications for Public Works Construction used by many municipalities in California and Caltrans' Traffic Manual, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones" and applicable City requirements. These guidelines provide methods to minimize construction effects on traffic flow.

- Los Angeles Department of Water and Power shall coordinate with Los Angeles Department of Recreation and Parks and Los Angeles Department of Transportation to prohibit on-street parking during peak phases of construction on the following street segments: Academy Road, north of Academy Road east-west segment; Park Drive-Solano Canyon Drive, north of Academy Road; Park Row Drive, south of Park Drive-Solano Canyon Drive; and Park Row Drive, west of Grand View Drive.

- During construction when major sporting events are planned at Dodger Stadium, Los Angeles Department of Water and Power shall coordinate with the Los Angeles Department of Transportation to establish manual traffic control at established major intersections along the Stadium Way-Academy Road route to and from the stadium. If manual control cannot be provided, construction traffic would not be allowed on the haul route the hour before through the hour after a major event at Dodgers Stadium.

8. Future (2019) Post-Project Conditions and Impacts - with Proposed Park

This section documents the future traffic conditions with the proposed project park use, which would become an active site use if the Buried Concrete alternative is implemented. The traffic volumes for this scenario were derived by adding the project park vehicle trips to the future 2019 no-project condition traffic volumes defined within Section 5 of this report.

8.1 Intersection Level of Service

To analyze the proposed Park use condition, vehicle trips that would be generated by the park use were added to intersection turn volumes with growth and area project trips. Table 26 provides the a.m. and p.m. peak-hour results of this analysis.

Table 26 – Level of Service Calculations – Future (Year-2019)
Future with-Project Conditions

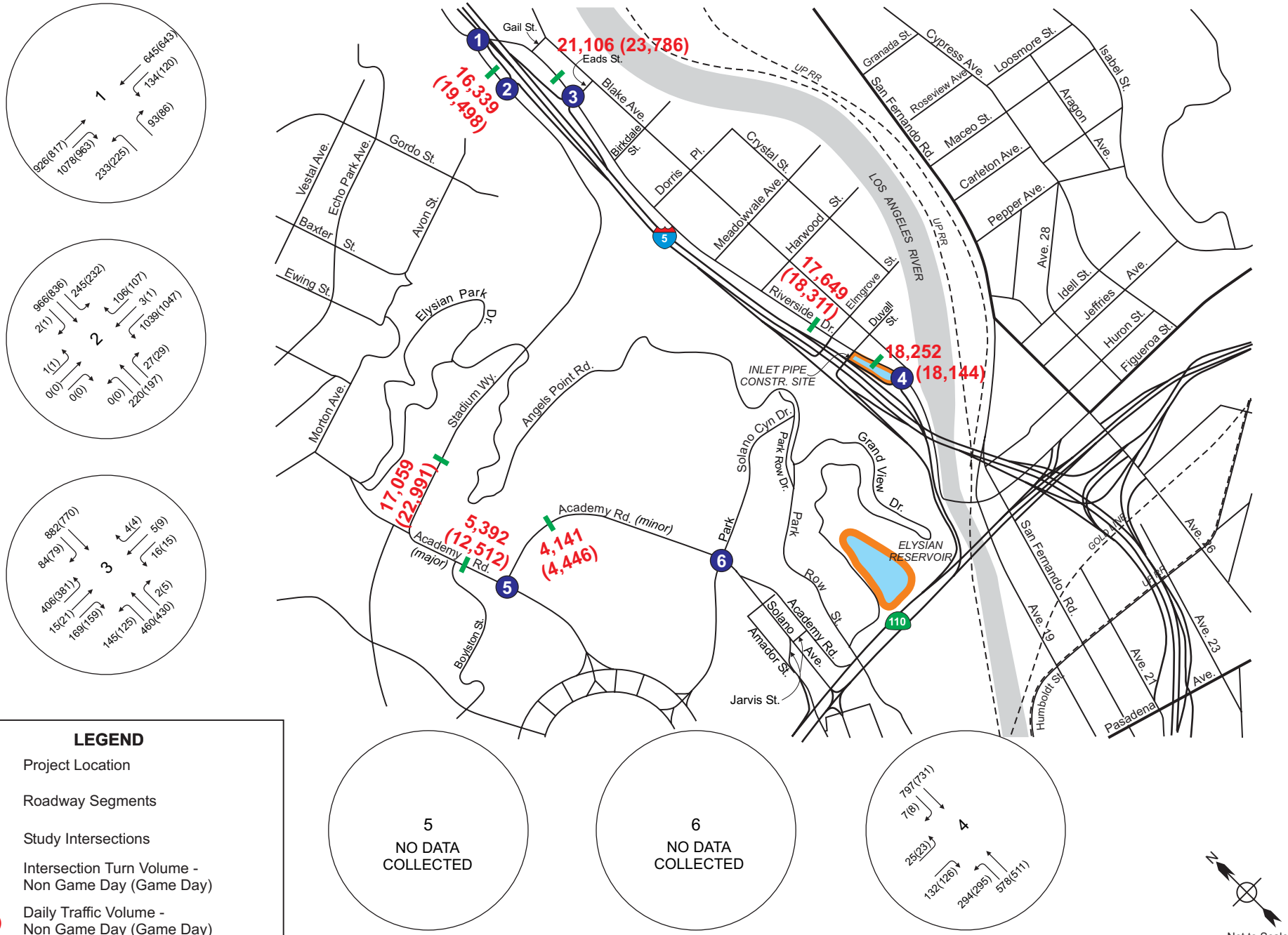
Study Intersections	Scenario	Weekday AM Peak		Weekday PM Peak	
		V/C	LOS	V/C	LOS
1. Stadium Way / Riverside Dr	Non Game	0.751	C	0.761	C
	Game	0.659	B	0.839	D
2. Stadium Way / I-5 SB on & off Ramps	Non Game	0.729	C	0.578	A
	Game	0.680	B	0.714	C
3. Riverside Dr / I-5 NB on & off Ramps	Non Game	0.492	A	0.414	A
	Game	0.432	A	0.495	A
4. Riverside Dr / NB on & off Ramps	Non Game	0.452	A	0.405	A
	Game	0.427	A	0.454	A
5. Academy Dr (Major) / Academy Dr (Minor) *	Non Game	Excluded from AM		8.9	A
	Game	peak analysis		9.2	A
6. Academy Dr / Park - Solano Canyon Dr	Non Game	Excluded from AM		0.043	A
	Game	peak analysis		0.102	A

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Under this scenario, all of the study intersections would operate at LOS D or better during the weekday peak hours on game days. On non-game days, the worst-case LOS would be C.

The intersection analysis worksheets for this scenario are provided in Appendix I of this report. The analyzed peak-hour traffic volumes at the study intersections for this scenario are provided on Figure 30 (a.m. peak) and Figure 31 (p.m. peak).



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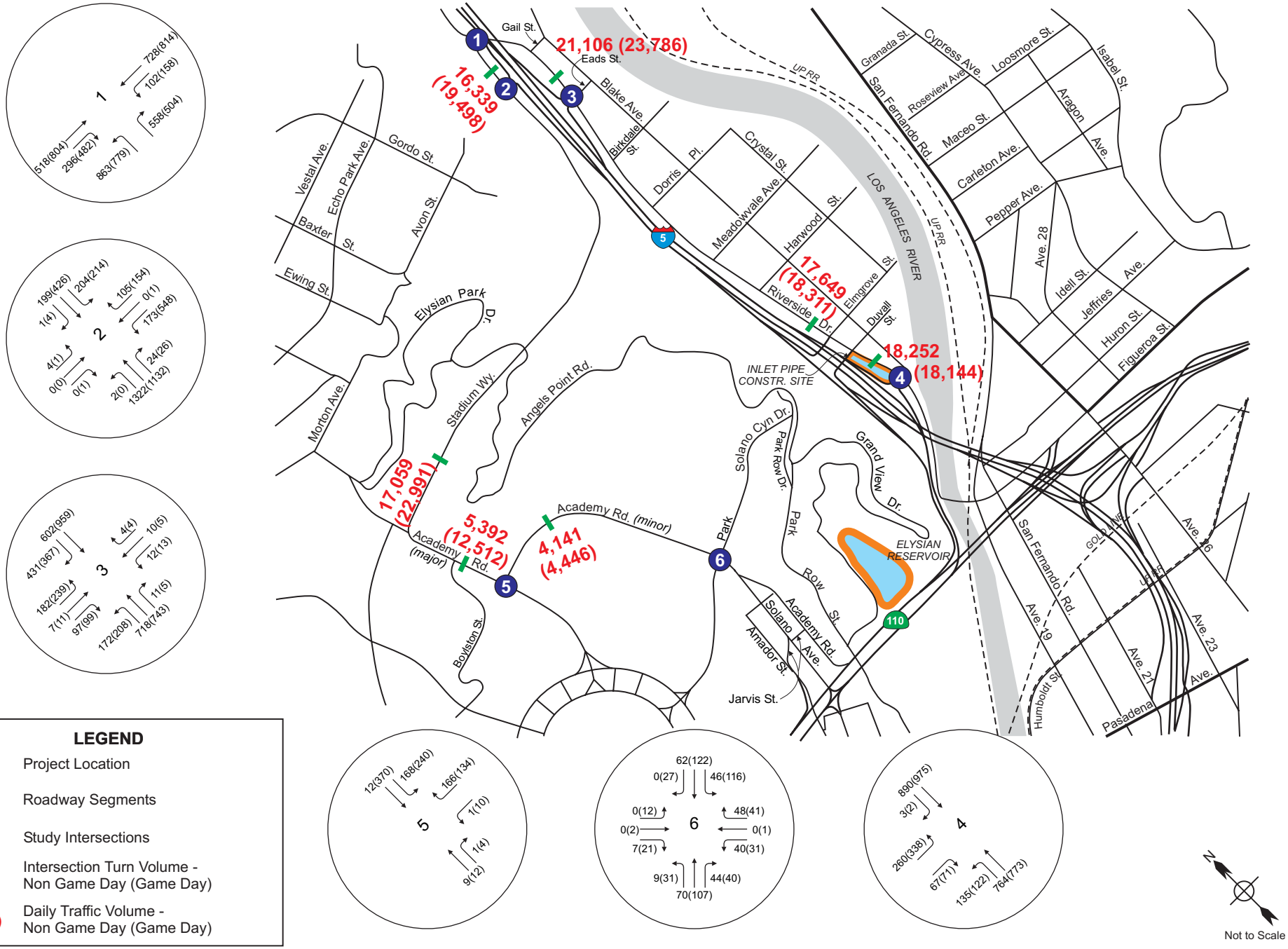
LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 30

Future (2019) With Project Construction (Proposed Park) - AM Peak Hour Intersection Volumes



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LADWP Elysian Reservoir Water Quality Improvement Project - Study II — Figure 31

Future (2019) With Project Construction (Proposed Park) - PM Peak Hour Intersection Volumes

8.2 Post-Project Analysis – Proposed Park

The study intersection operations analysis across all analyzed scenarios is summarized in Table 27 (a.m. peak-hour) and Table 28 (p.m. peak-hour) for the proposed park use. Traffic impacts created by the project park use were calculated by subtracting the volume-to-capacity (v/c) totals under the "Year-2019 No-Project" heading from the totals under the "2019 with-Project" heading.

The overall traffic impact determinations for the Project park use are provided in the right two columns of the tables.

Table 27 – Significant Traffic Impacts –
Park Use – AM Peak Hour

	Study Intersections	Sceanrio	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2019)		Future with-Project Conditions (Year 2019)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.651	B	0.751	C	0.751	C	0.000	No
		Game	0.568	A	0.659	B	0.659	B	0.000	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.656	B	0.728	C	0.729	C	0.001	No
		Game	0.611	B	0.680	B	0.680	B	0.000	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.435	A	0.492	A	0.492	A	0.000	No
		Game	0.380	A	0.432	A	0.432	A	0.000	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.265	A	0.452	A	0.452	A	0.000	No
		Game	0.244	A	0.427	A	0.427	A	0.000	No
5.	Academy Dr *(Major)* / Academy Dr *(Minor)* *	Non Game	Excluded from AM peak analysis							
		Game								
6.	Academy Dr / Park - Solano Canyon Dr	Non Game	Excluded from AM peak analysis							
		Game								

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

**Table 28 – Significant Traffic Impacts –
Park Use – PM Peak Hour**

	Study Intersections	Scenario	Existing Conditions (Year 2010)		Future No-Project Conditions (Year 2019)		Future with-Project Conditions (Year 2019)		Diff.	Signif?
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS		
1.	Stadium Way / Riverside Dr	Non Game	0.660	B	0.754	C	0.761	C	0.007	No
		Game	0.725	C	0.824	D	0.839	D	0.015	No
2.	Stadium Way / I-5 SB on & off Ramps	Non Game	0.517	A	0.568	A	0.578	A	0.010	No
		Game	0.619	B	0.704	C	0.714	C	0.010	No
3.	Riverside Dr / I-5 NB on & off Ramps	Non Game	0.368	A	0.409	A	0.414	A	0.005	No
		Game	0.456	A	0.490	A	0.495	A	0.005	No
4.	Riverside Dr / NB on & off Ramps	Non Game	0.309	A	0.403	A	0.405	A	0.002	No
		Game	0.354	A	0.452	A	0.454	A	0.002	No
5.	Academy Rd *(Major)* / Academy Rd *(Minor)* *	Non Game	8.7	A	8.8	A	8.9	A	-	-
		Game	9.0	A	9.1	A	9.2	A	-	-
6.	Academy Rd / Park - Solano Canyon Dr	Non Game	-0.005	A	-0.032	A	0.043	A	0.075	No
		Game	0.032	A	0.012	A	0.102	A	0.090	No

LADOT policies allow for v/c credits, based on the type of signal control/synchronization system. All study intersections are currently equipped with ATSAC capability, and therefore a 0.070 v/c credit was applied to existing conditions. An additional 0.030 v/c credit was also applied for additional ATSC (adaptove control) capability that will be added by the future project year. The credits were excluded from the calculations for intersection #6, due to the low v/c numbers at this location.

** The HCM 2000 unsignalized methodology provides an average seconds of delay per approaching vehicle, influenced primarily by the minor approaches.*

Based on the results provided within Table 27 and Table 28, the proposed Park would not create significant impacts at any of the study intersections. All the study intersections would operate at LOS D or better during game days under this scenario, and at LOS C or better on non-game days.

8.3 Study Roadway Segment volumes

The daily volumes on the study roadway segments, for conditions with and without the Park use are provided in Table 29.

**Table 29 – Roadway Segments Summary –
Future with-Project Conditions**

Street Segments		Scenario	Base Volumes				Proposed Project		
			Existing	Ambient Growth	Area Projects	Future Base	Project Only	Future with Project	% Increase
A	Stadium Way,	Non Game Day	12,586	9%	2,520	16,285	54	16,339	0.33%
	Between Riverside Drive and I-5 southbound ramps	Game Day	15,474	9%		19,444		19,498	0.28%
B	Riverside Drive,	Non Game Day	17,778	9%	1,632	21,076	30	21,106	0.14%
	Between Gail Street and Forney Street	Game Day	20,229	9%		23,756		23,786	0.13%
C	Riverside Drive,	Non Game Day	15,228	9%	976	17,631	18	17,649	0.10%
	Between Fernleaf Street and Elmgrove Street	Game Day	15,833	9%		18,293		18,311	0.10%
D	Riverside Drive,	Non Game Day	13,879	9%	3,055	18,234	18	18,252	0.10%
	Between Oros Street and I-5 northbound ramps	Game Day	13,780	9%		18,126		18,144	0.10%
E	Stadium Way,	Non Game Day	13,586	9%	2,134	16,993	66	17,059	0.39%
	North of Academy Road	Game Day	19,010	9%		22,925		22,991	0.29%
F	Academy Road	Non Game Day	3,295	9%	1,694	5,298	94	5,392	1.77%
	East of Stadium Way	Game Day	9,805	9%		12,418		12,512	0.76%
G	Academy Road	Non Game Day	3,497	9%	222	4,047	94	4,141	2.32%
	North of Academy Road east-west segment	Game Day	3,776	9%		4,352		4,446	2.16%

Based on the data within Table 29, Segment G (Academy Road) would have the highest percentage of Park-generated trips throughout the day. The significance of impacts on the analyzed roadway segments were determined via the analysis of peak-hour volumes, discussed below.

Total volumes generated by the proposed Park at the study intersections are provided on Figure 30 (a.m. peak hour) and Figure 31 (p.m. peak hour). Daily traffic volumes are included on both figures. The intersection LOS calculation worksheets for this scenario are provided within Appendix I.

Peak hour traffic impacts were analyzed at the study roadway segments to determine potential significant impacts at the analyzed roadways. Table 30 summarizes the peak-hour volumes from the daily roadway counts.

Table 30 – Peak Hour Roadway Segments LOS – Future with-Project Conditions

	Street Segments	# of Lanes	Capacity	Scenario	Base Volumes								Proposed Project			
					Existing			Ambient	Area	Future Base			Project	Future with Project		
					Volumes	V/C	LOS	Growth	Projects	Volumes	V/C	LOS	Only	Volumes	V/C	LOS
A	Stadium Way,	4	2,500	Non Game Day	1,494	0.598	A	9%	264	1,898	0.759	C	44	1,942	0.777	C
	Between Riverside Drive and I-5 southbound ramps			Game Day	1,586	0.634	B	9%		1,999	0.800	C		2,043	0.817	D
B	Riverside Drive,	4	2,500	Non Game Day	1,678	0.671	B	9%	157	1,992	0.797	C	24	2,016	0.806	D
	Between Gail Street and Forney Street			Game Day	2,014	0.806	D	9%		2,360	0.944	**E**		2,384	0.954	**E**
C	Riverside Drive,	4	2,500	Non Game Day	1,357	0.543	A	9%	115	1,599	0.640	B	16	1,615	0.646	B
	Between Fernleaf Street and Elmgrove Street			Game Day	1,740	0.696	B	9%		2,018	0.807	D		2,034	0.814	D
D	Riverside Drive,	4	2,500	Non Game Day	1,352	0.541	A	9%	331	1,810	0.724	C	16	1,826	0.730	C
	Between Oros Street and I-5 northbound ramps			Game Day	1,405	0.562	A	9%		1,868	0.747	C		1,884	0.754	C
E	Stadium Way,	6	4,500	Non Game Day	1,973	0.438	A	9%	162	2,320	0.516	A	52	2,372	0.527	A
	North of Academy Road			Game Day	2,312	0.514	A	9%		2,691	0.598	A		2,743	0.610	B
F	Academy Road	5	3,125	Non Game Day	563	0.180	A	9%	75	691	0.221	A	76	767	0.245	A
	East of Stadium Way			Game Day	2,838	0.908	**E**	9%		3,179	1.017	**F**		3,255	1.042	**F**
G	Academy Road	3	1,350	Non Game Day	490	0.363	A	9%	10	546	0.404	A	76	622	0.461	A
	North of Academy Road east-west segment			Game Day	350	0.259	A	9%		393	0.291	A		469	0.347	A

Based on the results provided within Table 30, the analyzed roadway segments would operate at LOS C or better on a non-game day. However, two of the roadway segments on a typical game day would operate at LOS E or F.

- Riverside Drive, between Gail Street and Forney Street – LOS E
- Academy Road, north of Academy Road east-west segment – LOS F

Parking Demand Analysis

Trip generation does not always correspond directly with parking generation, but with the in and out tri generation rates defined for the sports fields and the general park acreage, parking demand for the new recreational uses can be estimated. When two sets of games overlap, parking demand could be as high as 141 vehicles (demand based on the three-game intensity of 94 vehicle trips analyzed for trip generation purposes, plus a 50% overlap in demand between sets of games). Overlap would occur during pick-up/drop-off periods while vehicles are loading/unloading.

The parking demand generated by the new park area and used must be contained within the project site or significant impacts could occur to nearby vehicle parking areas currently used by park patrons. It is not currently known how the recreation area site plan would be configured. If all estimated parking demand can be contained within the project area, no significant parking impacts would result.

9. Congestion Management Program (CMP) Analysis

This section demonstrates the ways in which this traffic study was prepared to be in conformance with the procedures mandated by the County of Los Angeles Congestion Management Program.

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires the analysis of the traffic impacts of individual development projects with potentially regional significance. A specific system of arterial roadways plus all freeways comprises the CMP system. In conformance with CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted at:

- CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project would add 50 or more vehicle trips during either morning or afternoon weekday peak hours.

- CMP mainline freeway-monitoring locations, where the project would add 150 or more trips, in either direction, during the either the morning or afternoon weekday peak hours.

Truck trips within the totals below have been adjusted by a passenger-car equivalent (PCE) factor of 2.5, as explained within the analysis. Construction employee vehicle trips have also been included.

Impacts to CMP Arterials

The nearest CMP monitoring locations to the study area are the I-5 on/off ramps on Stadium Way to the south of Riverside Drive and on Riverside Drive at Eads Street. The following Project-related trips would be added to these ramps during peak periods during the maximum-intensity construction period (proposed Project):

- At the I-5 southbound off-ramp, Stadium Way – 54 peak-hour trips would be added.
- At the I-5 northbound on-ramp, Riverside Drive – 53 peak-hour trips would be added.

These locations are on the proposed Project construction truck route. It is recommended that truck trips related to Reservoir construction, destined to the north and arriving from the north via the I-5 freeway, be spaced at intervals in order to avoid caravans of trucks. Avoiding the grouping of truck trips on these ramps, and avoiding peak-hour times for area traffic as much as possible, will remove any potential significant impacts at these CMP facilities.

Impacts to CMP Freeways

The nearest CMP mainline freeway-monitoring locations to the project site are on the I-5 freeway at Stadium Way and on the SR-110 freeway at Pasadena Avenue. Project trucks would not be allowed on the SR-110 freeway due to truck restrictions on the adjacent segment of that freeway. Project construction, during the most maximum-intensity construction period (proposed Project), would add less than 150 trips to the I-5 freeway mainline during peak hours.

10. Conclusions

The following is concluded from the traffic impact analysis conducted for this report.

10.1 Analysis Summary

The proposed Elysian Reservoir, located within Elysian Park, is owned by the City of Los Angeles and operated by the Department of Recreation and Parks (LADRP). The existing reservoir facility is maintained by the City of Los Angeles Department of Water and Power (LADWP)

To accomplish the objectives of the proposed Project, a new buried concrete-covered reservoir would be constructed in place of the existing uncovered Elysian Reservoir. Alternatives to the buried concrete have also been defined for the project. A park use would be constructed within the footprint of the buried reservoir (proposed Project), but would not be constructed under the Project alternatives.

A summary of the project analysis recommendations is provided below.

Recommended Traffic Mitigation Measures – Study Roadway Segments

Construction period traffic has been determined to create significant traffic impacts at two of the seven analyzed study roadway segments on game days at Dodger Stadium:

- Riverside Drive, between Gail Street and Forney Street
- Academy Road, north of Academy Road east-west segment

These impacts would occur during game days at Dodger Stadium, but would not occur when games are not in session. It is therefore recommended that construction truck routes that use these two roadway segments not be scheduled for use within one hour of the start of a Dodgers game and within one hour from the completion of a game.

Many of the local roadways used to access the Reservoir construction site are smaller two-lane park roads. The increases in traffic volumes that would occur on these roadways under most of the project alternatives could cause potential safety issues on these roads that primarily serve Elysian Park.

The following measures are recommended for implementation during project construction, in order to avoid potential safety conflicts between construction trucks and other vehicles:

- Prior to construction, a construction traffic control plan shall be prepared by the Los Angeles Department of Water and Power for review and approval by the Los Angeles Department of Transportation and the Los Angeles Department of Recreation and Parks. The plan shall include, at a minimum, advanced signing on Stadium Way and Riverside Drive, alerting motorists to construction and an increase in construction vehicle movements; signing to alert motorists to temporary or limited access points to adjacent properties; appropriate barricades for road closures; construction speed limit signage along the haul route; other appropriate signage along the haul route to warn park users of construction equipment and vehicles; flag persons at road closure locations, blind spots, other sharp turns to direct construction vehicle traffic; temporary crosswalks for park users; and parking restrictions during construction.

- Prior to the start of construction, the Los Angeles Department of Water and Power shall provide all construction workers with driver safety training to minimize conflicts between

construction activities and park users. Training shall include adherence to posted speed limits, discussion of haul routes, and explanation of the construction traffic control plan.

- Traffic on non-park roads shall be controlled during construction by adhering to the guidelines contained in Standard Specifications for Public Works Construction used by many municipalities in California and Caltrans' Traffic Manual, Chapter 5, "Manual of Traffic Controls for Construction and Maintenance Work Zones" and applicable City requirements. These guidelines provide methods to minimize construction effects on traffic flow.

- Los Angeles Department of Water and Power shall coordinate with Los Angeles Department of Recreation and Parks and Los Angeles Department of Transportation to prohibit on-street parking during peak phases of construction on the following street segments: Academy Road, north of Academy Road east-west segment; Solano Canyon Drive, north of Academy Road; Park Row Drive, south of Solano Canyon Drive; and Park Row Drive, west of Grand View Drive.

- During construction when major sporting events are planned at Dodger Stadium, Los Angeles Department of Water and Power shall coordinate with the Los Angeles Department of Transportation to establish manual traffic control at established major intersections along the Stadium Way-Academy Road route to and from the stadium. If manual control cannot be provided, construction traffic would not be allowed on the haul route the hour before through the hour after a major event at Dodgers Stadium.

Recommended Traffic Mitigation Measures – Freeway Facilities

Project construction, during the highest activity period and during the peak-hour, would add more than 50 trips to the nearest I-5 interchange ramps at Stadium Way and Riverside Drive. These locations are on the proposed Project construction truck route. It is recommended that truck trips related to Reservoir construction, destined to the north and arriving from the north via the I-5 freeway, be spaced at intervals in order to avoid caravans of trucks. Avoiding the grouping of truck trips on these ramps, and avoiding peak-hour times for area traffic as much as possible, will remove any potential significant impacts at these CMP facilities.

Potential Parking Impacts

The parking demand generated by the new park area and used must be contained within the project site or significant impacts could occur to nearby vehicle parking areas currently used by park patrons. It is not currently known how the recreation area site plan would be configured. If all estimated parking demand can be contained within the project area, no significant parking impacts would result.

Appendix A
Memorandum of Understanding (MOU)

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project.

Project Name:
Elysian Reservoir Water Quality Improvement Project

Project Location:
The Elysian Reservoir property is owned by the City of Los Angeles and operated and maintained by LADWP. It is essentially surrounded by Elysian Park, which is operated and maintained by LADRP. The reservoir itself lies northwest of and immediately adjacent to the Arroyo Seco Parkway (SR-110). The project site location is illustrated in Attachment A.

Project Description:
The Los Angeles Department of Water and Power (LADWP) proposes to construct a new buried concrete-covered reservoir (buried reservoir) to replace the existing uncovered Elysian Reservoir

The new buried reservoir would consist of a reinforced concrete liner, concrete perimeter retaining walls, an extensive system of interior concrete shear walls and columns, and a concrete roof. The new buried reservoir would be constructed in essentially the same location as the existing reservoir, although with a slightly reduced footprint. This would necessitate the demolition of the existing reservoir. Topsoil would be placed over the buried reservoir, and the area above would be developed for recreation uses. A shallow wildlife pond of not less than 0.5-acres in size would also be created at the northern end of the reservoir property, but not atop the buried reservoir itself. After completion of project construction, the site would be opened to the public as part of Elysian Park. A formal program for the new public park space has not been defined, and the traffic analysis under this MOU would assume that no new major uses are planned for the new passive park use area within the project site boundaries.

Other than facilities related to water storage and transmission, the site would be maintained and operated by the Los Angeles Department of Recreation and Parks (LADRP).

Upon completion of the recreation planning process, the City of Los Angeles Board of Recreation and Parks Commissioners would use the EIR to make a discretionary decision regarding the recreation facility at the reservoir property. Additional future action under CEQA by LADRP may also be required, depending on the exact nature of this recreation facility.

Geographic Trip Distribution:
Truck trip distribution would be based on the planned haul routes for the project construction period. It is anticipated that construction activities would start in 2015 and be completed in 2020. Throughout construction, Grand View Drive from Park Row Drive to Point Grand View would be closed to ensure public safety and to provide equipment storage, worker parking, and material laydown areas. The inbound truck route would proceed from the Stadium Way exit from I-5, south along Stadium Way, east (left) on Academy Road (to the Dodger Stadium Gate), north (left) on Academy Road, north (left) on Park Road, south (right) on Park Row, east (left) on Grand View Drive to the project site. Outbound traffic would follow the same route in reverse.

Trip Generation Rate Source:
Daily construction truck trip estimates and number of construction employees during the peak period of construction were based on the general monthly construction schedule. Truck volumes would be multiplied by a factor of 2.5, consistent with the SCAG *Heavy Duty Truck Model* analysis. The proposed project, and the project alternatives, would generate the following daily trips during the peak periods of construction:

Proposed Project (Buried Structure): From 2015 to 2020, with peak activity in 2019 of 126 daily construction truck round trips and 45 construction worker vehicle round trips.

Floating Cover Alternative: From 2014 to 2016, with peak activity in 2015 of 34 daily construction truck round trips and 72 construction worker vehicle round trips.

Aluminum Cover Alternative: From 2014 to 2018, with peak activity in 2015 of 46 daily construction truck round trips and 72 construction worker vehicle round trips.

Separate Replacement of Inlet Line: Construction of the inlet line would occur concurrently with reservoir improvements, with peak activity in 2016 of 19 daily construction truck round trips and 10 construction worker vehicle round trips.

Trip generation of the new park area would be calculated using ITE *Trip Generation (8th edition)* rates for regional parks, based on acreage that would become available to park users once construction is completed. Park trip generation would be analyzed separately from construction-period traffic.

Ambient Growth Rate: 1%

Area Projects:
A list of pending projects would be used for analysis, as the impact analysis will be based on magnitude of volumes versus daily trips and general circulation issues to and from the site. A conservative growth rate of two percent, twice the typical rate, would be used to calculate growth for the project year.

Study Intersections (locations included on Attachment A map):

1. Stadium Way / Riverside Drive *
2. Stadium Way / Landa Street *
3. Riverside Drive / Eads – I-5 northbound on & off ramps (to Stadium Way) *
4. Riverside Drive / I-5 northbound on ramp & I-110 northbound off-ramp (south of Oros Street) *
5. Academy Drive (major)/Academy Drive (minor) ** #
6. Academy Drive/Park Road (Solano Canyon Drive on some maps)**

** Weekday a.m. and p.m. peak hour counts would be collected at these locations.*
*** Only weekday p.m. peak hour counts would be collected at these locations.*
 # Unsignalized intersection.

Study Roadway Segments (locations included on Attachment A map):

A. Stadium Way, between Riverside Drive and I-5 southbound ramps
B. Riverside Drive, between Gall Street and Forney Street
C. Riverside Drive, between Fernleaf Street and Elmgrove Street
D. Riverside Drive, between Oros Street and I-5 northbound ramps
E. Stadium Way, north of Academy Drive
F. Academy Drive, east of Stadium Way

G. Academy Drive, north of Academy Drive east-west segment

Count Timeframes:
The project site is in the vicinity of the Dodger Stadium, and the construction truck route overlaps with the Dodger Stadium entry/exit gates. Weekday a.m. and p.m. peak-period counts (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) would be conducted at the study intersections adjacent to the I-5 corridor, and p.m. peak-period only counts would be conducted at intersections near Dodger Stadium. All intersection counts would be conducted on a game day and a non-game day for Dodger Stadium operations. Roadway segment counts would be conducted over the course of two 24-hour periods, with one period as a Dodger Stadium game day and an adjacent period as a non-game day.

The analysis would determine traffic impacts during the construction period with and without Dodger games in session.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

Transportation Demand Management (TDM)	~~yes~~	**no**
Existing Active Land Use	~~yes~~	**no**
Previous Land Use	~~yes~~	**no**
Internal Trip	~~yes~~	**no**
Pass-By Trip	~~yes~~	**no**

This analysis will generally follow LADOT traffic study guidelines, dated August 2003, for the trip generation analysis.

	Consultant:	**Applicant:**
Name:	KOA Corporation	LADWP
Address:	1055 Corporate Center Dr., Suite 300 Monterey Park, CA 91754-7642	Prime consultant is AECOM: 515 South Flower Street, 9th Floor Los Angeles, CA 90071
Contact:	Brian A. Marchetti – (323) 260-4703	Melissa Hatcher – (213) 368-1614

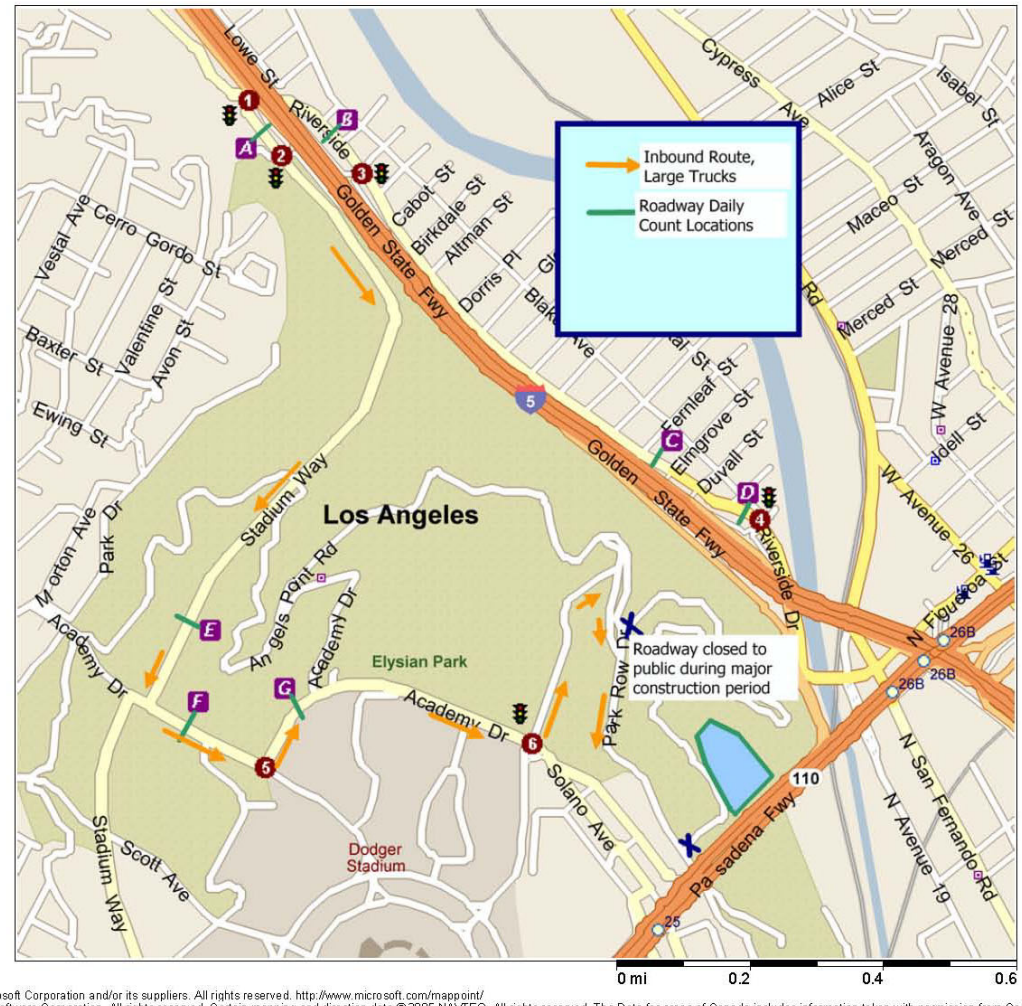
Approved by:

09/16/10

Consultant's Representative — Date
KOA Corporation

LADOT's Representative — Date

ATTACHMENT A
PROJECT SITE AND STUDY LOCATIONS



Appendix B
Existing Traffic Count Data

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	0	0	0	2	1	1	2	0	
7:00 AM	16		22					117	174	32	124		485
7:15 AM	17		14					146	224	31	128		560
7:30 AM	12		10					229	246	34	124		655
7:45 AM	28		24					199	221	27	143		642
8:00 AM	20		19					191	238	21	139		628
8:15 AM	8		16					195	218	23	105		565
8:30 AM	10		16					168	236	27	116		573
8:45 AM	13		10					168	251	16	114		572
TOTAL VOLUMES =	NL 124	NT 0	NR 131	SL 0	ST 0	SR 0	EL 0	ET 1413	ER 1808	WL 211	WT 993	WR 0	TOTAL 4680

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	68	0	69	0	0	0	0	814	923	105	511	0	2490
PEAK HR. FACTOR:		0.659			0.000			0.914			0.906		0.950

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	0	0	0	2	1	1	2	0	
4:00 PM	112		67					97	59	14	153		502
4:15 PM	135		101					99	55	12	130		532
4:30 PM	132		71					99	53	8	116		479
4:45 PM	151		112					97	50	16	110		536
5:00 PM	180		109					98	64	12	119		582
5:15 PM	199		149					119	65	14	165		711
5:30 PM	168		126					127	50	28	179		678
5:45 PM	176		112					111	50	24	172		645
TOTAL VOLUMES =	1253	0	847	0	0	0	0	847	446	128	1144	0	4665

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	723	0	496	0	0	0	0	455	229	78	635	0	2616
PEAK HR. FACTOR:		0.876			0.000			0.929			0.861		0.920

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	0	0	0	2	1	1	2	0	
7:00 AM	12		11					74	115	12	109		333
7:15 AM	7		21					137	160	23	122		470
7:30 AM	6		18					202	200	24	156		606
7:45 AM	20		16					178	211	29	123		577
8:00 AM	17		16					170	205	13	124		545
8:15 AM	17		12					164	201	26	106		526
8:30 AM	8		12					172	202	16	101		511
8:45 AM	10		15					167	157	23	82		454
TOTAL VOLUMES =	NL 97	NT 0	NR 121	SL 0	ST 0	SR 0	EL 0	ET 1264	ER 1451	WL 166	WT 923	WR 0	TOTAL 4022

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	60	0	62	0	0	0	0	714	817	92	509	0	2254
PEAK HR. FACTOR:		0.847			0.000			0.952			0.835		0.930

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	0	0	0	0	2	1	1	2	0	
4:00 PM	102		78					167	74	15	134		570
4:15 PM	139		84					169	75	17	161		645
4:30 PM	130		75					166	88	30	142		631
4:45 PM	145		109					191	86	22	178		731
5:00 PM	164		104					193	91	31	172		755
5:15 PM	190		127					198	95	22	191		823
5:30 PM	151		120					144	106	36	172		729
5:45 PM	141		95					182	107	40	178		743
TOTAL VOLUMES =	NL 1162	NT 0	NR 792	SL 0	ST 0	SR 0	EL 0	ET 1410	ER 722	WL 213	WT 1328	WR 0	TOTAL 5627

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	646	0	446	0	0	0	0	717	399	129	713	0	3050
PEAK HR. FACTOR:		0.861			0.000			0.952			0.966		0.926

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: I-5 SB Ramps DAY: THURSDAY PROJECT# 10-5350-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	1.5	0	2	0	0	1	0	1.5	0.5	1	
7:00 AM		25	2	65	145	0	1			183	2	9	432
7:15 AM		22	1	64	187	0	0			209	0	5	488
7:30 AM		26	2	50	233	1	0			234	1	1	548
7:45 AM		39	6	42	202	0	1			231	2	7	530
8:00 AM		39	5	58	207	0	0			239	0	5	553
8:15 AM		14	3	41	193	1	0			237	0	5	494
8:30 AM		22	1	51	217	0	0			221	0	5	517
8:45 AM		19	2	51	210	1	1			228	1	4	517
TOTAL VOLUMES =	NL 0	NT 206	NR 22	SL 422	ST 1594	SR 3	EL 3	ET 0	ER 0	WL 1782	WT 6	WR 41	TOTAL 4079

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	118	16	191	835	2	1	0	0	941	3	18	2125
PEAK HR. FACTOR:		0.744			0.905			0.250			0.986		0.961

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: I-5 SB Ramps DAY: THURSDAY PROJECT# 10-5350-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	1.5	0	2	0	0	1	0	1.5	0.5	1	
4:00 PM	0	162	4	47	29	0	0			30	0	19	291
4:15 PM	0	221	4	36	29	0	0			32	0	16	338
4:30 PM	1	195	8	40	23	1	0			39	3	8	318
4:45 PM	0	257	6	38	30	0	1			34	0	11	377
5:00 PM	0	263	3	39	35	0	1			54	0	20	415
5:15 PM	0	330	6	45	39	1	0			37	0	21	479
5:30 PM	0	289	7	38	35	0	2			31	0	14	416
5:45 PM	2	277	0	46	33	0	1			29	0	10	398
TOTAL VOLUMES =	3	1994	38	329	253	2	5	0	0	286	3	119	3032

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	2	1159	16	168	142	1	4	0	0	151	0	65	1708
PEAK HR. FACTOR:		0.876			0.915			0.500			0.730		0.891

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: I-5 SB Ramps DAY: FRIDAY PROJECT# 10-5350-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	1.5	0	2	0	0	1	0	1.5	0.5	1	
7:00 AM	0	15	3	57	77	0	0		1	193	0	9	355
7:15 AM	0	14	4	56	121	0	1		0	239	1	12	448
7:30 AM	1	18	4	53	177	0	0		0	230	0	11	494
7:45 AM	0	27	6	50	183	1	1		0	213	0	3	484
8:00 AM	0	26	3	45	179	0	0		0	244	1	7	505
8:15 AM	0	21	5	52	168	0	0		0	235	0	8	489
8:30 AM	0	23	3	32	186	0	0		0	256	0	1	501
8:45 AM	0	16	3	31	149	0	0		0	231	0	5	435
TOTAL VOLUMES =	1	160	31	376	1240	1	2	0	1	1841	2	56	3711

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	97	17	179	716	1	1	0	0	948	1	19	1979
PEAK HR. FACTOR:		0.864			0.957			0.250			0.942		0.980

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Stadium Way DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: I-5 SB Ramps DAY: FRIDAY PROJECT# 10-5350-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	1.5	0	2	0	0	1	0	1.5	0.5	1	
4:00 PM		167	5	48	44	0	0		0	56	0	20	340
4:15 PM		199	3	40	49	0	0		0	73	0	17	381
4:30 PM		199	6	52	69	0	0		0	53	1	13	393
4:45 PM		216	9	49	64	1	0		1	102	0	39	481
5:00 PM		239	5	41	75	0	0		0	76	1	29	466
5:15 PM		297	5	44	75	1	0		1	113	0	26	562
5:30 PM		233	3	51	93	2	0		0	128	0	31	541
5:45 PM		217	4	41	106	1	1		0	177	0	24	571
TOTAL VOLUMES =	NL 0	NT 1767	NR 40	SL 366	ST 575	SR 5	EL 1	ET 0	ER 2	WL 778	WT 2	WR 199	TOTAL 3735

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	986	17	177	349	4	1	0	1	494	1	110	2140
PEAK HR. FACTOR:		0.830			0.895			0.500			0.752		0.937

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps/Eads St DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1.5	0.5	1	0	1	0	
7:00 AM	55	3	13	5	2	2		129	14	38	96	1	358
7:15 AM	81	6	20	2	1	1		166	6	35	95	0	413
7:30 AM	72	2	18	5	1	1		225	7	40	100	2	473
7:45 AM	70	3	15	4	1	1		216	9	23	113	0	455
8:00 AM	60	3	11	4	2	1		192	14	35	105	0	427
8:15 AM	37	0	12	2	0	1		197	7	35	100	2	393
8:30 AM	45	2	17	0	2	2		162	10	25	95	3	363
8:45 AM	44	4	7	5	1	1		189	9	20	85	2	367
TOTAL VOLUMES =	NL 464	NT 23	NR 113	SL 27	ST 10	SR 10	EL 0	ET 1476	ER 76	WL 251	WT 789	WR 10	TOTAL 3249

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	283	14	64	15	5	4	0	799	36	133	413	2	1768
PEAK HR. FACTOR:		0.843			0.857			0.900			0.965		0.934

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps/Eads St DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1.5	0.5	1	0	1	0	
4:00 PM	36	2	10	5	7	2	3	116	48	38	139	3	409
4:15 PM	36	2	10	8	2	2	0	120	76	25	111	0	392
4:30 PM	33	4	12	10	6	1	0	123	60	19	98	0	366
4:45 PM	37	2	4	5	3	2	0	121	88	22	89	1	374
5:00 PM	23	2	11	2	6	2	0	129	81	33	127	3	419
5:15 PM	38	1	7	2	2	0	1	148	97	50	167	3	516
5:30 PM	38	2	13	2	1	1	0	155	93	36	172	2	515
5:45 PM	29	1	10	5	0	1	0	109	99	38	181	2	475
TOTAL VOLUMES =	NL 270	NT 16	NR 77	SL 39	ST 27	SR 11	EL 4	ET 1021	ER 642	WL 261	WT 1084	WR 14	TOTAL 3466

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	128	6	41	11	9	4	1	541	370	157	647	10	1925
PEAK HR. FACTOR:		0.825			0.600			0.919			0.921		0.933

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps/Eads St DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1.5	0.5	1	0	1	0	
7:00 AM	51	0	7	2	2	1		95	1	1	80	2	242
7:15 AM	70	1	10	6	3	1		143	11	28	85	0	358
7:30 AM	76	8	13	0	2	0		196	3	34	109	2	443
7:45 AM	62	3	22	3	2	1		179	10	30	104	2	418
8:00 AM	53	7	10	5	1	2		179	7	22	88	1	375
8:15 AM	46	4	10	2	0	2		167	8	22	87	1	349
8:30 AM	30	0	7	2	1	4		181	7	23	81	0	336
8:45 AM	44	5	15	1	2	2		175	12	21	73	3	353
TOTAL VOLUMES =	NL 432	NT 28	NR 94	SL 21	ST 13	SR 13	EL 0	ET 1315	ER 59	WL 181	WT 707	WR 11	TOTAL 2874

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	261	19	55	14	8	4	0	697	31	114	386	5	1594
PEAK HR. FACTOR:		0.863			0.650			0.915			0.871		0.900

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps/Eads St DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	1.5	0.5	1	0	1	0	
4:00 PM	31	6	7	5	6	2	1	189	59	39	122	3	470
4:15 PM	32	0	6	7	8	1	0	176	64	44	144	3	485
4:30 PM	34	3	8	9	6	0	0	195	49	44	141	5	494
4:45 PM	35	2	12	9	5	4	0	214	72	32	157	4	546
5:00 PM	36	2	8	4	0	1	0	230	76	40	164	2	563
5:15 PM	47	6	13	3	2	1	1	229	94	44	178	1	619
5:30 PM	44	0	12	5	3	1	0	194	77	51	164	0	551
5:45 PM	53	2	10	0	0	1	0	215	65	55	164	2	567
TOTAL VOLUMES =	NL 312	NT 21	NR 76	SL 42	ST 30	SR 11	EL 2	ET 1642	ER 556	WL 349	WT 1234	WR 20	TOTAL 4295

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	180	10	43	12	5	4	1	868	312	190	670	5	2300
PEAK HR. FACTOR:		0.883			0.583			0.911			0.970		0.929

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	1	2	0	
7:00 AM	5		2					91	5	54	65		222
7:15 AM	2		4					114	2	57	77		256
7:30 AM	4		5					154	2	45	105		315
7:45 AM	2		1					119	0	66	98		286
8:00 AM	8		6					130	2	52	112		310
8:15 AM	9		3					129	2	51	107		301
8:30 AM	3		8					102	4	39	98		254
8:45 AM	6		6					116	1	34	94		257
TOTAL VOLUMES =	39	0	35	0	0	0	0	955	18	398	756	0	2201
PEAK VOLUMES =	23	0	15	0	0	0	0	532	6	214	422	0	1212
PEAK HR. FACTOR:		0.679			0.000			0.862			0.970		0.962

AM Peak Hr Begins at: 730 AM

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: THURSDAY PROJECT# 10-5350-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	1	2	0	
4:00 PM	30		1					124	1	20	123		299
4:15 PM	39		1					139	1	29	118		327
4:30 PM	25		2					111	0	25	104		267
4:45 PM	16		0					142	1	16	108		283
5:00 PM	44		3					146	3	30	157		383
5:15 PM	77		3					194	0	14	154		442
5:30 PM	57		1					193	0	15	143		409
5:45 PM	60		0					166	0	24	170		420
TOTAL VOLUMES =	NL 348	NT 0	NR 11	SL 0	ST 0	SR 0	EL 0	ET 1215	ER 6	WL 173	WT 1077	WR 0	TOTAL 2830

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	238	0	7	0	0	0	0	699	3	83	624	0	1654
PEAK HR. FACTOR:		0.766			0.000			0.905			0.911		0.936

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	1	2	0	
7:00 AM	7		2					96	5	42	58		210
7:15 AM	3		8					94	3	55	70		233
7:30 AM	8		0					130	1	59	83		281
7:45 AM	4		4					111	2	55	103		279
8:00 AM	2		4					131	0	44	83		264
8:15 AM	7		1					100	4	57	92		261
8:30 AM	11		4					96	2	48	77		238
8:45 AM	3		2					115	3	42	82		247
TOTAL VOLUMES =	NL 45	NT 0	NR 25	SL 0	ST 0	SR 0	EL 0	ET 873	ER 20	WL 402	WT 648	WR 0	TOTAL 2013

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	21	0	9	0	0	0	0	472	7	215	361	0	1085
PEAK HR. FACTOR:		0.938			0.000			0.914			0.911		0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 NB Ramps DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Riverside Dr DAY: FRIDAY PROJECT# 10-5350-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0	0.5	0	0	0	0	2	0	1	2	0	
4:00 PM	47		3					149	2	17	148		366
4:15 PM	60		3					154	2	16	146		381
4:30 PM	61		2					180	1	19	138		401
4:45 PM	66		1					184	1	18	146		416
5:00 PM	78		2					202	1	22	164		469
5:15 PM	73		5					195	0	20	152		445
5:30 PM	80		2					174	0	18	148		422
5:45 PM	78		2					205	1	11	168		465
TOTAL VOLUMES =	NL 543	NT 0	NR 20	SL 0	ST 0	SR 0	EL 0	ET 1443	ER 8	WL 141	WT 1210	WR 0	TOTAL 3365

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	309	0	11	0	0	0	0	776	2	71	632	0	1801
PEAK HR. FACTOR:		0.976			0.000			0.944			0.945		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Academy Dr DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Stadium Northwest Gate DAY: THURSDAY PROJECT# 10-5350-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	2	0	
4:00 PM						37	26	1			1	0	65
4:15 PM						22	33	1			0	1	57
4:30 PM						23	25	0			0	0	48
4:45 PM						24	32	1			1	0	58
5:00 PM						28	31	0			0	0	59
5:15 PM						33	21	0			0	0	54
5:30 PM						29	34	0			0	0	63
5:45 PM						27	33	0			0	0	60
TOTAL VOLUMES =	0	0	0	0	0	223	235	3	0	0	2	1	464

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	0	0	117	119	0	0	0	0	0	236
PEAK HR. FACTOR:		0.000			0.886			0.875			0.000		0.937

CONTROL: 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Academy Dr DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Stadium Northwest Gate DAY: FRIDAY PROJECT# 10-5350-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	0	1	1	3	0	0	2	0	
4:00 PM				1		38	29	2			0	0	70
4:15 PM				0		22	28	6			0	0	56
4:30 PM				0		24	26	2			0	0	52
4:45 PM				1		33	61	6			0	0	101
5:00 PM				1		29	45	55			0	0	130
5:15 PM				1		19	43	52			2	0	117
5:30 PM				4		18	41	101			0	2	166
5:45 PM				2		22	56	120			2	1	203
TOTAL VOLUMES =	0	0	0	10	0	205	329	344	0	0	4	3	895

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	8	0	88	185	328	0	0	4	3	616
PEAK HR. FACTOR:		0.000			0.800			0.729			0.583		0.759

CONTROL: 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Park Rd-Park DATE: 9/16/2010 LOCATION: City of Los Angeles

E-W STREET: Academy Dr DAY: THURSDAY PROJECT# 10-5350-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	2	1	2	0	1.5	0.5	0	1	2	0	
4:00 PM	0		0	1		2	1	11	0	0	17	2	34
4:15 PM	1		1	4		4	1	12	1	1	17	5	47
4:30 PM	0		0	4		1	5	14	0	0	11	4	39
4:45 PM	0		1	4		0	2	14	0	1	12	3	37
5:00 PM	0		0	1		3	1	16	0	0	17	2	40
5:15 PM	0		0	4		2	3	12	0	0	15	8	44
5:30 PM	0		0	2		4	1	14	0	0	19	2	42
5:45 PM	0		0	4		0	3	10	0	0	14	0	31
TOTAL VOLUMES =	NL 1	NT 0	NR 2	SL 24	ST 0	SR 16	EL 17	ET 103	ER 1	WL 2	WT 122	WR 26	TOTAL 314

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	1	11	0	9	7	56	0	1	63	15	163
PEAK HR. FACTOR:		0.250			0.833			0.926			0.859		0.926

CONTROL: Signalized;

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Park Rd-Park DATE: 9/17/2010 LOCATION: City of Los Angeles

E-W STREET: Academy Dr DAY: FRIDAY PROJECT# 10-5350-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	2	1	2	0	1.5	0.5	0	1	2	0	
4:00 PM	2	0	1	2	0	0	0	29	3	5	25	1	68
4:15 PM	2	0	1	0	0	2	3	21	2	3	22	0	56
4:30 PM	2	0	3	0	0	0	0	22	4	3	18	0	52
4:45 PM	5	2	4	2	0	0	3	27	5	9	32	1	90
5:00 PM	6	0	4	1	0	1	3	30	6	4	19	4	78
5:15 PM	1	0	3	0	1	0	16	20	5	6	28	1	81
5:30 PM	2	1	4	0	0	0	13	25	7	6	21	1	80
5:45 PM	2	1	3	2	0	2	39	36	7	5	29	5	131
TOTAL VOLUMES =	NL 22	NT 4	NR 23	SL 7	ST 1	SR 5	EL 77	ET 210	ER 39	WL 41	WT 194	WR 13	TOTAL 636

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	11	2	14	3	1	3	71	111	25	21	97	11	370
PEAK HR. FACTOR:		0.675			0.438			0.631			0.827		0.706

CONTROL: Signalized;

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Stadium Way SW/o Riverside Dr	Project:	10-5351-001	6,007	6,579	0	0	12,586

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		13					12:00	46		74				
00:15	6		11					12:15	56		68				
00:30	7		7					12:30	64		76				
00:45	6	26	15	46			72	12:45	39	205	66	284			489
01:00	5		10					13:00	49		71				
01:15	6		9					13:15	59		76				
01:30	2		16					13:30	70		78				
01:45	2	15	7	42			57	13:45	68	246	81	306			552
02:00	2		5					14:00	51		67				
02:15	2		6					14:15	60		67				
02:30	2		7					14:30	101		71				
02:45	4	10	6	24			34	14:45	93	305	87	292			597
03:00	1		7					15:00	110		63				
03:15	2		11					15:15	109		72				
03:30	2		9					15:30	135		78				
03:45	0	5	8	35			40	15:45	150	504	79	292			796
04:00	2		8					16:00	156		68				
04:15	3		9					16:15	227		70				
04:30	2		8					16:30	210		70				
04:45	3	10	16	41			51	16:45	258	851	64	272			1123
05:00	6		19					17:00	282		73				
05:15	4		25					17:15	327		81				
05:30	10		37					17:30	299		64				
05:45	15	35	33	114			149	17:45	293	1201	75	293			1494
06:00	15		52					18:00	289		78				
06:15	28		45					18:15	227		49				
06:30	18		109					18:30	194		57				
06:45	27	88	147	353			441	18:45	154	864	69	253			1117
07:00	39		200					19:00	171		48				
07:15	27		240					19:15	118		43				
07:30	26		275					19:30	83		52				
07:45	49	141	249	964			1105	19:45	52	424	61	204			628
08:00	39		258					20:00	54		46				
08:15	24		234					20:15	55		46				
08:30	26		263					20:30	36		49				
08:45	45	134	269	1024			1158	20:45	55	200	38	179			379
09:00	31		186					21:00	32		59				
09:15	33		172					21:15	35		39				
09:30	47		146					21:30	32		39				
09:45	38	149	121	625			774	21:45	24	123	33	170			293
10:00	41		102					22:00	15		26				
10:15	42		79					22:15	18		24				
10:30	35		76					22:30	17		18				
10:45	36	154	71	328			482	22:45	15	65	18	86			151
11:00	42		71					23:00	13		22				
11:15	52		78					23:15	21		20				
11:30	50		76					23:30	12		11				
11:45	51	195	56	281			476	23:45	11	57	18	71			128
Total Vol.		962		3877			**4839**			5045		2702			**7747**

	NB	SB	EB	WB	Total
Daily Totals :	6,007	6,579	0	0	12,586

	AM			PM		
Split %	19.9%	80.1%	**38.4%**	65.1%	34.9%	**61.6%**
AM				**PM**		
Peak Hr.	11:45	08:00	**07:15**	17:15	13:00	**17:15**
Volume	217	1024	**1163**	1208	306	**1506**
P.H.F.	0.848	0.952	**0.966**	0.924	0.944	**0.923**
7 - 9 Vol.	275	1988	**2263**	**4 - 6 Vol.**	2052	565	**2617**
Peak Hr.	07:00	08:00	**07:15**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	141	1024	**1163**	**Volume**	1201	293	**1494**
P.H.F.	0.719	0.952	**0.966**	**P.H.F.**	0.918	0.904	**0.915**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010						City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Stadium Way SW/o Riverside Dr						Project:	10-5351-001	8,063	7,411	0	0	15,474

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		15					12:00	34		76				
00:15	4		14					12:15	49		69				
00:30	9		9					12:30	67		78				
00:45	5	25	11	49			74	12:45	80	230	68	291			521
01:00	3		1					13:00	69		69				
01:15	5		8					13:15	67		74				
01:30	1		9					13:30	55		92				
01:45	1	10	21	39			49	13:45	55	246	64	299			545
02:00	8		11					14:00	70		67				
02:15	0		4					14:15	76		68				
02:30	2		3					14:30	88		83				
02:45	6	16	8	26			42	14:45	84	318	75	293			611
03:00	0		5					15:00	99		97				
03:15	2		5					15:15	124		82				
03:30	5		7					15:30	138		111				
03:45	0	7	3	20			27	15:45	175	536	87	377			913
04:00	4		11					16:00	178		82				
04:15	2		8					16:15	220		96				
04:30	2		11					16:30	205		115				
04:45	5	13	8	38			51	16:45	259	862	107	400			1262
05:00	2		16					17:00	265		114				
05:15	7		23					17:15	311		113				
05:30	12		27					17:30	270		133				
05:45	14	35	27	93			128	17:45	233	1079	147	507			1586
06:00	13		39					18:00	175		156				
06:15	18		43					18:15	167		190				
06:30	18		64					18:30	143		224				
06:45	29	78	83	229			307	18:45	85	570	223	793			1363
07:00	22		129					19:00	113		222				
07:15	29		176					19:15	85		147				
07:30	25		217					19:30	85		130				
07:45	35	111	245	767			878	19:45	70	353	92	591			944
08:00	39		212					20:00	56		93				
08:15	52		214					20:15	50		56				
08:30	19		219					20:30	54		52				
08:45	25	135	180	825			960	20:45	53	213	44	245			458
09:00	30		171					21:00	103		52				
09:15	31		141					21:15	122		45				
09:30	27		101					21:30	164		43				
09:45	35	123	104	517			640	21:45	219	608	36	176			784
10:00	33		80					22:00	451		39				
10:15	28		73					22:15	405		39				
10:30	37		67					22:30	255		36				
10:45	45	143	76	296			439	22:45	506	1617	29	143			1760
11:00	52		70					23:00	375		36				
11:15	42		66					23:15	87		20				
11:30	58		80					23:30	43		25				
11:45	40	192	81	297			489	23:45	38	543	19	100			643
Total Vol.		888		3196			**4084**			7175		4215			**11390**

	NB	SB	EB	WB	Total
Daily Totals :	8,063	7,411	0	0	15,474

	AM			PM		
Split %	21.7%	78.3%	**26.4%**	63.0%	37.0%	**73.6%**
AM				**PM**		
Peak Hr.	10:45	07:45	**07:30**	**Peak Hr.**	22:00	18:15	**22:00**
Volume	197	890	**1039**	**Volume**	1617	859	**1760**
P.H.F.	0.849	0.908	**0.928**	**P.H.F.**	0.799	0.959	**0.822**
7 - 9 Vol.	246	1592	**1838**	**4 - 6 Vol.**	1941	907	**2848**
Peak Hr.	07:30	07:45	**07:30**	**Peak Hr.**	16:45	17:00	**17:00**
Volume	151	890	**1039**	**Volume**	1105	507	**1586**
P.H.F.	0.726	0.908	**0.928**	**P.H.F.**	0.888	0.862	**0.935**

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Riverside Dr S/o Stadium Way	Project:	10-5351-002	8,954	8,824	0	0	17,778

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	24		32					12:00	91		114				
00:15	17		21					12:15	93		91				
00:30	16		21					12:30	113		93				
00:45	12	69	30	104			173	12:45	85	382	91	389			771
01:00	11		23					13:00	87		100				
01:15	9		18					13:15	112		94				
01:30	9		18					13:30	106		102				
01:45	8	37	12	71			108	13:45	101	406	122	418			824
02:00	9		14					14:00	106		104				
02:15	5		11					14:15	101		130				
02:30	3		16					14:30	119		105				
02:45	6	23	16	57			80	14:45	144	470	125	464			934
03:00	3		5					15:00	176		150				
03:15	1		7					15:15	156		167				
03:30	5		8					15:30	182		147				
03:45	1	10	4	24			34	15:45	166	680	181	645			1325
04:00	2		9					16:00	158		172				
04:15	7		14					16:15	195		146				
04:30	5		10					16:30	173		134				
04:45	7	21	9	42			63	16:45	206	732	129	581			1313
05:00	10		16					17:00	207		148				
05:15	18		32					17:15	247		205				
05:30	26		43					17:30	248		209				
05:45	34	88	57	148			236	17:45	207	909	207	769			1678
06:00	35		56					18:00	206		201				
06:15	61		72					18:15	168		168				
06:30	60		103					18:30	168		157				
06:45	133	289	128	359			648	18:45	144	686	155	681			1367
07:00	144		166					19:00	150		119				
07:15	160		162					19:15	110		120				
07:30	230		157					19:30	100		101				
07:45	224	758	184	669			1427	19:45	80	440	136	476			916
08:00	213		162					20:00	75		170				
08:15	209		143					20:15	83		119				
08:30	176		136					20:30	72		141				
08:45	209	807	136	577			1384	20:45	72	302	86	516			818
09:00	162		141					21:00	68		64				
09:15	167		107					21:15	63		65				
09:30	154		129					21:30	62		64				
09:45	126	609	97	474			1083	21:45	42	235	58	251			486
10:00	98		125					22:00	59		35				
10:15	101		125					22:15	46		38				
10:30	87		100					22:30	37		44				
10:45	75	361	102	452			813	22:45	30	172	31	148			320
11:00	82		111					23:00	32		23				
11:15	94		96					23:15	39		25				
11:30	88		100					23:30	20		25				
11:45	89	353	102	409			762	23:45	24	115	27	100			215
Total Vol.		3425		3386			**6811**			5529		5438			**10967**

		NB	SB	EB	WB	Total
	Daily Totals :	8,954	8,824	0	0	17,778

	AM			PM		
Split %	50.3%	49.7%	**38.3%**	50.4%	49.6%	**61.7%**
AM				**PM**		
Peak Hr.	07:30	07:00	**07:30**	**Peak Hr.**	17:00	17:15	**17:15**
Volume	876	669	**1522**	**Volume**	909	822	**1730**
P.H.F.	0.952	0.909	**0.933**	**P.H.F.**	0.916	0.983	**0.946**
7 - 9 Vol.	1565	1246	**2811**	**4 - 6 Vol.**	1641	1350	**2991**
Peak Hr.	07:30	07:00	**07:30**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	876	669	**1522**	**Volume**	909	769	**1678**
P.H.F.	0.952	0.909	**0.933**	**P.H.F.**	0.916	0.920	**0.918**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010						City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Riverside Dr S/o Stadium Way						Project:	10-5351-002	11,052	9,177	0	0	20,229

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		15					12:00	104		110				
00:15	12		20					12:15	97		106				
00:30	14		26					12:30	86		101				
00:45	10	58	20	81			139	12:45	110	397	98	415			812
01:00	15		14					13:00	104		121				
01:15	12		17					13:15	113		102				
01:30	15		11					13:30	114		96				
01:45	7	49	19	61			110	13:45	117	448	97	416			864
02:00	11		12					14:00	112		126				
02:15	5		8					14:15	130		133				
02:30	5		14					14:30	135		160				
02:45	6	27	10	44			71	14:45	152	529	162	581			1110
03:00	3		6					15:00	150		165				
03:15	6		7					15:15	186		164				
03:30	5		8					15:30	185		158				
03:45	3	17	8	29			46	15:45	224	745	156	643			1388
04:00	4		16					16:00	237		153				
04:15	3		9					16:15	247		178				
04:30	5		7					16:30	247		186				
04:45	7	19	10	42			61	16:45	283	1014	200	717			1731
05:00	8		13					17:00	296		201				
05:15	18		31					17:15	321		227				
05:30	28		37					17:30	276		205				
05:45	34	88	53	134			222	17:45	272	1165	216	849			2014
06:00	31		56					18:00	225		227				
06:15	53		79					18:15	213		237				
06:30	44		65					18:30	166		243				
06:45	89	217	118	318			535	18:45	152	756	244	951			1707
07:00	91		133					19:00	154		204				
07:15	149		146					19:15	109		168				
07:30	213		179					19:30	115		138				
07:45	193	646	153	611			1257	19:45	108	486	110	620			1106
08:00	188		136					20:00	116		81				
08:15	180		137					20:15	98		76				
08:30	176		115					20:30	113		61				
08:45	185	729	117	505			1234	20:45	81	408	73	291			699
09:00	161		90					21:00	113		70				
09:15	133		97					21:15	122		58				
09:30	110		101					21:30	136		53				
09:45	104	508	93	381			889	21:45	166	537	78	259			796
10:00	84		79					22:00	305		71				
10:15	79		99					22:15	286		66				
10:30	75		109					22:30	185		68				
10:45	75	313	94	381			694	22:45	302	1078	58	263			1341
11:00	81		103					23:00	254		63				
11:15	77		105					23:15	87		49				
11:30	121		93					23:30	55		47				
11:45	101	380	91	392			772	23:45	42	438	34	193			631
Total Vol.		3051		2979			**6030**			8001		6198			**14199**

	NB	SB	EB	WB	Total
Daily Totals :	11,052	9,177	0	0	20,229

	AM			PM			
Split %	50.6%	49.4%	**29.8%**	56.3%	43.7%		**70.2%**
AM				**PM**			
Peak Hr.	07:30	07:15	**07:30**	**Peak Hr.**	16:45	18:00	**17:00**
Volume	774	614	**1379**	**Volume**	1176	951	**2014**
P.H.F.	0.908	0.858	**0.879**	**P.H.F.**	0.916	0.974	**0.919**
7 - 9 Vol.	1375	1116	**2491**	**4 - 6 Vol.**	2179	1566	**3745**
Peak Hr.	07:30	07:15	**07:30**	**Peak Hr.**	16:45	17:00	**17:00**
Volume	774	614	**1379**	**Volume**	1176	849	**2014**
P.H.F.	0.908	0.858	**0.879**	**P.H.F.**	0.916	0.935	**0.919**

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Riverside Dr N/o Elmgrove St	Project:	10-5351-003	0	0	8,053	7,175	15,228

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		33			12:00			99		78		
00:15			18		21			12:15			78		72		
00:30			21		28			12:30			98		67		
00:45			14	74	15	97	171	12:45			92	367	74	291	658
01:00			3		16			13:00			95		63		
01:15			4		7			13:15			90		71		
01:30			5		7			13:30			113		77		
01:45			10	22	8	38	60	13:45			82	380	74	285	665
02:00			7		4			14:00			105		72		
02:15			9		2			14:15			94		104		
02:30			5		4			14:30			116		75		
02:45			6	27	2	12	39	14:45			124	439	104	355	794
03:00			3		0			15:00			171		125		
03:15			1		5			15:15			123		154		
03:30			8		5			15:30			150		168		
03:45			7	19	1	11	30	15:45			133	577	199	646	1223
04:00			7		3			16:00			137		171		
04:15			10		4			16:15			143		130		
04:30			18		2			16:30			114		119		
04:45			10	45	4	13	58	16:45			111	505	123	543	1048
05:00			14		5			17:00			134		187		
05:15			27		9			17:15			119		228		
05:30			31		12			17:30			151		199		
05:45			28	100	32	58	158	17:45			122	526	217	831	1357
06:00			51		37			18:00			93		218		
06:15			51		43			18:15			96		175		
06:30			80		73			18:30			112		151		
06:45			131	313	79	232	545	18:45			75	376	152	696	1072
07:00			167		79			19:00			92		112		
07:15			202		84			19:15			78		99		
07:30			272		101			19:30			76		75		
07:45			252	893	106	370	1263	19:45			68	314	111	397	711
08:00			252		117			20:00			83		173		
08:15			238		112			20:15			51		116		
08:30			189		100			20:30			54		158		
08:45			250	929	96	425	1354	20:45			59	247	64	511	758
09:00			197		133			21:00			61		55		
09:15			187		79			21:15			47		36		
09:30			157		89			21:30			39		43		
09:45			157	698	91	392	1090	21:45			46	193	38	172	365
10:00			122		73			22:00			52		18		
10:15			98		80			22:15			40		29		
10:30			92		82			22:30			30		36		
10:45			78	390	72	307	697	22:45			31	153	21	104	257
11:00			94		88			23:00			24		29		
11:15			87		73			23:15			34		21		
11:30			98		65			23:30			21		23		
11:45			90	369	77	303	672	23:45			18	97	13	86	183
Total Vol.			3879		2258		**6137**				4174		4917		**9091**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	8,053	7,175	15,228

	AM			PM		
Split %	63.2%	36.8%	**40.3%**	45.9%	54.1%	**59.7%**
AM				**PM**		
Peak Hr.	07:30	08:15	**07:30**	15:00	17:15	**17:00**
Volume	1014	441	**1450**	577	862	**1357**
P.H.F.	0.932	0.829	**0.972**	0.844	0.945	**0.969**
7 - 9 Vol.	1822	795	**2617**	**4 - 6 Vol.**	1031	1374	**2405**
Peak Hr.	07:30	07:30	**07:30**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	1014	436	**1450**	**Volume**	526	831	**1357**
P.H.F.	0.932	0.932	**0.972**	**P.H.F.**	0.871	0.911	**0.969**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Riverside Dr N/o Elmgrove St	Project:	10-5351-003	0	0	8,940	6,893	15,833

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		13			12:00			110		80		
00:15			7		13			12:15			91		70		
00:30			9		15			12:30			84		72		
00:45			20	57	11	52	109	12:45			90	375	76	298	673
01:00			16		4			13:00			118		84		
01:15			11		9			13:15			121		76		
01:30			11		6			13:30			109		81		
01:45			7	45	7	26	71	13:45			99	447	85	326	773
02:00			5		8			14:00			109		101		
02:15			4		4			14:15			109		108		
02:30			5		2			14:30			143		119		
02:45			3	17	1	15	32	14:45			136	497	158	486	983
03:00			6		5			15:00			146		170		
03:15			5		3			15:15			140		147		
03:30			11		2			15:30			141		149		
03:45			3	25	4	14	39	15:45			157	584	152	618	1202
04:00			7		6			16:00			185		180		
04:15			5		3			16:15			171		197		
04:30			13		4			16:30			195		192		
04:45			16	41	4	17	58	16:45			210	761	210	779	1540
05:00			15		4			17:00			219		206		
05:15			22		13			17:15			214		229		
05:30			26		10			17:30			199		218		
05:45			18	81	24	51	132	17:45			221	853	234	887	1740
06:00			43		27			18:00			165		199		
06:15			44		32			18:15			171		217		
06:30			67		41			18:30			121		189		
06:45			97	251	62	162	413	18:45			138	595	152	757	1352
07:00			112		72			19:00			130		127		
07:15			152		77			19:15			88		84		
07:30			234		90			19:30			100		69		
07:45			230	728	109	348	1076	19:45			91	409	69	349	758
08:00			219		80			20:00			91		53		
08:15			215		93			20:15			81		49		
08:30			200		82			20:30			82		44		
08:45			210	844	84	339	1183	20:45			59	313	34	180	493
09:00			179		55			21:00			50		41		
09:15			166		63			21:15			55		40		
09:30			120		73			21:30			40		39		
09:45			136	601	51	242	843	21:45			49	194	45	165	359
10:00			117		69			22:00			66		38		
10:15			92		73			22:15			69		40		
10:30			92		72			22:30			63		39		
10:45			95	396	61	275	671	22:45			52	250	31	148	398
11:00			98		60			23:00			54		32		
11:15			98		62			23:15			35		18		
11:30			108		80			23:30			45		32		
11:45			110	414	53	255	669	23:45			28	162	22	104	266
Total Vol.			3500		1796		**5296**				5440		5097		**10537**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	8,940	6,893	15,833

	AM			PM		
Split %	66.1%	33.9%	**33.4%**	51.6%	48.4%	**66.6%**
AM				**PM**		
Peak Hr.	07:30	07:30	**07:30**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	898	372	**1270**	**Volume**	853	887	**1740**
P.H.F.	0.959	0.853	**0.937**	**P.H.F.**	0.965	0.948	**0.956**
7 - 9 Vol.	1572	687	**2259**	**4 - 6 Vol.**	1614	1666	**3280**
Peak Hr.	07:30	07:30	**07:30**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	898	372	**1270**	**Volume**	853	887	**1740**
P.H.F.	0.959	0.853	**0.937**	**P.H.F.**	0.965	0.948	**0.956**

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010				City:	Los Angeles	Daily Totals				
						NB	SB	EB	WB	Total
Location:	Riverside Dr Ramps	between Oros St & I-5 NB		Project:	10-5351-004	0	0	6,395	7,484	13,879

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			16		36			12:00			81		76		
00:15			9		23			12:15			84		74		
00:30			16		33			12:30			74		72		
00:45			6	47	17	109	156	12:45			85	324	82	304	628
01:00			5		20			13:00			91		71		
01:15			7		7			13:15			94		84		
01:30			4		9			13:30			109		84		
01:45			8	24	8	44	68	13:45			87	381	78	317	698
02:00			4		4			14:00			94		79		
02:15			5		3			14:15			115		97		
02:30			6		6			14:30			97		75		
02:45			8	23	2	15	38	14:45			105	411	106	357	768
03:00			4		1			15:00			120		140		
03:15			2		3			15:15			106		172		
03:30			1		6			15:30			125		169		
03:45			6	13	1	11	24	15:45			113	464	206	687	1151
04:00			4		3			16:00			98		174		
04:15			6		4			16:15			110		127		
04:30			12		1			16:30			103		130		
04:45			10	32	3	11	43	16:45			116	427	126	557	984
05:00			15		8			17:00			122		193		
05:15			16		10			17:15			127		230		
05:30			28		12			17:30			131		206		
05:45			30	89	33	63	152	17:45			124	504	219	848	1352
06:00			51		39			18:00			108		226		
06:15			48		41			18:15			113		177		
06:30			52		69			18:30			101		168		
06:45			78	229	79	228	457	18:45			88	410	156	727	1137
07:00			94		76			19:00			78		122		
07:15			114		83			19:15			84		113		
07:30			136		109			19:30			79		92		
07:45			115	459	104	372	831	19:45			66	307	126	453	760
08:00			109		120			20:00			70		175		
08:15			127		116			20:15			50		112		
08:30			103		98			20:30			49		165		
08:45			120	459	100	434	893	20:45			58	227	67	519	746
09:00			113		132			21:00			56		55		
09:15			126		89			21:15			58		42		
09:30			114		90			21:30			44		46		
09:45			109	462	96	407	869	21:45			48	206	40	183	389
10:00			106		78			22:00			38		27		
10:15			95		88			22:15			34		31		
10:30			89		83			22:30			32		30		
10:45			78	368	78	327	695	22:45			26	130	24	112	242
11:00			81		97			23:00			24		26		
11:15			74		71			23:15			26		26		
11:30			70		67			23:30			16		15		
11:45			88	313	79	314	627	23:45			20	86	18	85	171
Total Vol.			2518		2335		**4853**				3877		5149		**9026**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	6,395	7,484	13,879

	AM			PM		
Split %	51.9%	48.1%	**35.0%**	43.0%	57.0%	**65.0%**
AM				**PM**		
Peak Hr.	07:30	07:30	**07:30**	17:00	17:15	**17:15**
Volume	487	449	**936**	504	881	**1371**
P.H.F.	0.895	0.935	**0.955**	0.962	0.958	**0.960**
7 - 9 Vol.	918	806	**1724**	**4 - 6 Vol.**	931	1405	**2336**
Peak Hr.	07:30	07:30	**07:30**	**Peak Hr.**	17:00	17:00	**17:00**
Volume	487	449	**936**	**Volume**	504	848	**1352**
P.H.F.	0.895	0.935	**0.955**	**P.H.F.**	0.962	0.922	**0.947**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010				City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location:	Riverside Dr Ramps	between Oros St & I-5 NB		Project:	10-5351-004	0	0	6,663	7,117	13,780

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		14			12:00			68		79		
00:15			14		13			12:15			99		76		
00:30			7		17			12:30			79		68		
00:45			4	39	16	60	99	12:45			94	340	78	301	641
01:00			10		7			13:00			94		78		
01:15			10		6			13:15			105		87		
01:30			8		7			13:30			108		87		
01:45			2	30	10	30	60	13:45			82	389	87	339	728
02:00			7		8			14:00			105		102		
02:15			8		4			14:15			100		111		
02:30			1		4			14:30			117		118		
02:45			3	19	0	16	35	14:45			117	439	160	491	930
03:00			5		4			15:00			94		165		
03:15			6		3			15:15			100		155		
03:30			1		2			15:30			133		155		
03:45			2	14	7	16	30	15:45			127	454	154	629	1083
04:00			2		4			16:00			97		189		
04:15			8		4			16:15			109		197		
04:30			11		3			16:30			117		198		
04:45			5	26	3	14	40	16:45			114	437	214	798	1235
05:00			7		5			17:00			133		228		
05:15			21		13			17:15			129		219		
05:30			34		14			17:30			116		227		
05:45			35	97	27	59	156	17:45			113	491	240	914	1405
06:00			42		25			18:00			119		218		
06:15			59		31			18:15			120		213		
06:30			64		40			18:30			97		192		
06:45			90	255	59	155	410	18:45			87	423	155	778	1201
07:00			105		67			19:00			99		129		
07:15			122		74			19:15			89		81		
07:30			122		91			19:30			89		67		
07:45			133	482	105	337	819	19:45			72	349	74	351	700
08:00			117		87			20:00			66		55		
08:15			119		98			20:15			49		42		
08:30			108		87			20:30			50		51		
08:45			131	475	88	360	835	20:45			49	214	47	195	409
09:00			104		68			21:00			53		41		
09:15			137		65			21:15			54		40		
09:30			152		70			21:30			62		43		
09:45			128	521	62	265	786	21:45			59	228	53	177	405
10:00			114		70			22:00			47		38		
10:15			108		86			22:15			36		49		
10:30			108		76			22:30			18		37		
10:45			92	422	62	294	716	22:45			22	123	37	161	284
11:00			97		68			23:00			23		28		
11:15			74		69			23:15			17		18		
11:30			61		87			23:30			22		32		
11:45			85	317	51	275	592	23:45			17	79	24	102	181
Total Vol.			2697		1881		**4578**				3966		5236		**9202**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	6,663	7,117	13,780

	AM			PM		
Split %	58.9%	41.1%	**33.2%**	43.1%	56.9%	**66.8%**
AM				**PM**		
Peak Hr.	09:15	07:30	**07:30**	16:30	17:00	**17:00**
Volume	531	381	**872**	493	914	**1405**
P.H.F.	0.873	0.907	**0.916**	0.927	0.952	**0.973**
7 - 9 Vol.	957	697	**1654**	**4 - 6 Vol.** 928	1712	**2640**
Peak Hr.	07:15	07:30	**07:30**	16:30	17:00	**17:00**
Volume	494	381	**872**	493	914	**1405**
P.H.F.	0.929	0.907	**0.916**	0.927	0.952	**0.973**

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010				City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Stadium Way	NE/o Academy Dr			Project:	10-5351-005	8,032	5,554	0	0	13,586

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	48		39				
00:15	3		3					12:15	61		49				
00:30	1		4					12:30	43		49				
00:45	4	11	2	14			25	12:45	65	217	35	172			389
01:00	5		3					13:00	50		44				
01:15	2		5					13:15	62		57				
01:30	2		1					13:30	50		65				
01:45	2	11	2	11			22	13:45	37	199	58	224			423
02:00	0		2					14:00	47		47				
02:15	2		1					14:15	60		82				
02:30	2		1					14:30	54		82				
02:45	2	6	3	7			13	14:45	59	220	85	296			516
03:00	3		1					15:00	51		98				
03:15	1		1					15:15	53		83				
03:30	1		1					15:30	61		126				
03:45	4	9	0	3			12	15:45	78	243	129	436			679
04:00	1		1					16:00	62		154				
04:15	1		1					16:15	62		217				
04:30	6		1					16:30	63		211				
04:45	7	15	0	3			18	16:45	67	254	254	836			1090
05:00	10		5					17:00	89		266				
05:15	24		3					17:15	80		323				
05:30	20		7					17:30	70		292				
05:45	31	85	3	18			103	17:45	65	304	290	1171			1475
06:00	56		2					18:00	70		279				
06:15	90		13					18:15	42		227				
06:30	185		11					18:30	36		193				
06:45	265	596	18	44			640	18:45	49	197	148	847			1044
07:00	310		37					19:00	44		164				
07:15	380		20					19:15	29		114				
07:30	427		31					19:30	39		77				
07:45	427	1544	43	131			1675	19:45	30	142	48	403			545
08:00	446		41					20:00	21		48				
08:15	427		18					20:15	23		44				
08:30	463		24					20:30	34		48				
08:45	508	1844	46	129			1973	20:45	18	96	56	196			292
09:00	412		30					21:00	20		33				
09:15	351		27					21:15	19		35				
09:30	269		32					21:30	20		24				
09:45	219	1251	32	121			1372	21:45	16	75	16	108			183
10:00	178		26					22:00	12		6				
10:15	95		32					22:15	6		15				
10:30	90		29					22:30	5		14				
10:45	70	433	37	124			557	22:45	7	30	8	43			73
11:00	50		44					23:00	9		12				
11:15	65		44					23:15	10		16				
11:30	55		36					23:30	7		11				
11:45	52	222	48	172			394	23:45	2	28	6	45			73
Total Vol.		6027		777			**6804**			2005		4777			**6782**

		NB	SB	EB	WB	Total
	Daily Totals :	8,032	5,554	0	0	13,586

	AM			PM		
Split %	88.6%	11.4%	**50.1%**	29.6%	70.4%	**49.9%**
AM				**PM**		
Peak Hr.	08:00	11:45	**08:00**	**Peak Hr.**	16:45	17:15	**17:00**
Volume	1844	185	**1973**	**Volume**	306	1184	**1475**
P.H.F.	0.907	0.944	**0.890**	**P.H.F.**	0.860	0.916	**0.915**
7 - 9 Vol.	3388	260	**3648**	**4 - 6 Vol.**	558	2007	**2565**
Peak Hr.	08:00	07:15	**08:00**	**Peak Hr.**	16:45	17:00	**17:00**
Volume	1844	135	**1973**	**Volume**	306	1171	**1475**
P.H.F.	0.907	0.785	**0.890**	**P.H.F.**	0.860	0.906	**0.915**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010						City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Stadium Way NE/o Academy Dr						Project:	10-5351-005	10,581	8,429	0	0	19,010

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		3					12:00	68		38				
00:15	2		2					12:15	53		52				
00:30	4		5					12:30	46		53				
00:45	2	9	2	12			21	12:45	65	232	64	207			439
01:00	3		3					13:00	62		60				
01:15	1		2					13:15	92		51				
01:30	1		0					13:30	65		59				
01:45	4	9	2	7			16	13:45	52	271	60	230			501
02:00	4		6					14:00	60		66				
02:15	5		0					14:15	61		64				
02:30	0		2					14:30	52		89				
02:45	1	10	4	12			22	14:45	66	239	80	299			538
03:00	0		0					15:00	64		102				
03:15	0		0					15:15	65		124				
03:30	1		1					15:30	108		138				
03:45	1	2	0	1			3	15:45	125	362	149	513			875
04:00	0		3					16:00	111		170				
04:15	0		1					16:15	127		208				
04:30	3		1					16:30	107		200				
04:45	3	6	3	8			14	16:45	169	514	222	800			1314
05:00	6		0					17:00	143		249				
05:15	9		6					17:15	187		290				
05:30	12		6					17:30	214		238				
05:45	15	42	1	13			55	17:45	243	787	204	981			1768
06:00	33		2					18:00	334		169				
06:15	62		7					18:15	423		168				
06:30	103		22					18:30	483		131				
06:45	189	387	15	46			433	18:45	511	1751	93	561			2312
07:00	245		24					19:00	426		108				
07:15	331		20					19:15	250		88				
07:30	368		21					19:30	202		76				
07:45	394	1338	34	99			1437	19:45	112	990	72	344			1334
08:00	383		37					20:00	97		44				
08:15	392		42					20:15	43		46				
08:30	428		23					20:30	26		59				
08:45	374	1577	21	123			1700	20:45	19	185	59	208			393
09:00	341		29					21:00	23		128				
09:15	325		32					21:15	23		152				
09:30	212		22					21:30	30		248				
09:45	187	1065	37	120			1185	21:45	19	95	284	812			907
10:00	104		35					22:00	24		591				
10:15	74		28					22:15	27		568				
10:30	66		28					22:30	27		303				
10:45	51	295	43	134			429	22:45	15	93	756	2218			2311
11:00	67		48					23:00	13		339				
11:15	77		36					23:15	12		95				
11:30	71		61					23:30	10		31				
11:45	64	279	35	180			459	23:45	8	43	36	501			544
Total Vol.		5019		755			**5774**			5562		7674			**13236**

	NB	SB	EB	WB	Total
Daily Totals :	10,581	8,429	0	0	19,010

	AM			PM			
Split %	86.9%	13.1%	**30.4%**	42.0%	58.0%		**69.6%**
AM				**PM**			
Peak Hr.	07:45	10:45	**07:45**	**Peak Hr.**	18:15	22:00	**18:15**
Volume	1597	188	**1733**	**Volume**	1843	2218	**2343**
P.H.F.	0.933	0.770	**0.961**	**P.H.F.**	0.902	0.733	**0.954**
7 - 9 Vol.	2915	222	**3137**	**4 - 6 Vol.**	1301	1781	**3082**
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	17:00	16:45	**17:00**
Volume	1597	136	**1733**	**Volume**	787	999	**1768**
P.H.F.	0.933	0.810	**0.961**	**P.H.F.**	0.810	0.861	**0.927**

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Academy Dr E/o Stadium Way curve	Project:	10-5351-006	0	0	1,094	2,201	3,295

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			16		26		
00:15			0		1			12:15			16		23		
00:30			2		1			12:30			15		18		
00:45			0	4	2	4	8	12:45			9	56	35	102	158
01:00			0		0			13:00			11		26		
01:15			3		0			13:15			14		29		
01:30			0		0			13:30			10		15		
01:45			0	3	1	1	4	13:45			10	45	20	90	135
02:00			0		0			14:00			16		25		
02:15			0		1			14:15			24		18		
02:30			0		1			14:30			37		21		
02:45			1	1	1	3	4	14:45			31	108	20	84	192
03:00			2		2			15:00			29		11		
03:15			0		0			15:15			11		18		
03:30			0		1			15:30			18		18		
03:45			0	2	3	6	8	15:45			32	90	28	75	165
04:00			0		0			16:00			24		27		
04:15			0		4			16:15			20		31		
04:30			0		2			16:30			22		27		
04:45			0		3	9	9	16:45			17	83	32	117	200
05:00			1		9			17:00			16		29		
05:15			1		11			17:15			20		20		
05:30			3		10			17:30			18		35		
05:45			2	7	15	45	52	17:45			23	77	36	120	197
06:00			5		11			18:00			22		35		
06:15			2		12			18:15			10		15		
06:30			4		27			18:30			10		23		
06:45			2	13	46	96	109	18:45			14	56	12	85	141
07:00			7		40			19:00			14		15		
07:15			6		64			19:15			23		12		
07:30			15		82			19:30			11		14		
07:45			19	47	117	303	350	19:45			16	64	16	57	121
08:00			18		98			20:00			9		8		
08:15			19		97			20:15			15		6		
08:30			32		136			20:30			10		4		
08:45			24	93	139	470	563	20:45			25	59	12	30	89
09:00			20		118			21:00			22		6		
09:15			14		70			21:15			24		12		
09:30			9		38			21:30			16		6		
09:45			11	54	38	264	318	21:45			11	73	8	32	105
10:00			11		27			22:00			10		4		
10:15			18		22			22:15			7		1		
10:30			14		29			22:30			5		2		
10:45			16	59	26	104	163	22:45			9	31	1	8	39
11:00			11		15			23:00			8		5		
11:15			11		23			23:15			7		3		
11:30			13		22			23:30			4		3		
11:45			13	48	24	84	132	23:45			2	21	1	12	33
Total Vol.			331		1389		**1720**				763		812		**1575**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	1,094	2,201	3,295

	AM			PM		
Split %	19.2%	80.8%	**52.2%**	48.4%	51.6%	**47.8%**
AM				**PM**		
Peak Hr.	08:15	08:15	**08:15**	14:15	17:15	**15:45**
Volume	95	490	**585**	121	126	**211**
P.H.F.	0.742	0.881	**0.871**	0.818	0.875	**0.879**
7 - 9 Vol.	140	773	**913**	**4 - 6 Vol.**	160	237	**397**
Peak Hr.	08:00	08:00	**08:00**	**Peak Hr.**	16:00	17:00	**16:00**
Volume	93	470	**563**	**Volume**	83	120	**200**
P.H.F.	0.727	0.845	**0.838**	**P.H.F.**	0.865	0.833	**0.980**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010	City:	Los Angeles	Daily Totals NB	SB	EB	WB	Total
Location: Academy Dr E/o Stadium Way curve	Project:	10-5351-006	0	0	5,247	4,558	9,805

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		1			12:00			27		23		
00:15			1		0			12:15			25		17		
00:30			1		1			12:30			23		28		
00:45			1	3	1	3	6	12:45			14	89	23	91	180
01:00			2		3			13:00			24		16		
01:15			0		0			13:15			18		26		
01:30			4		1			13:30			12		25		
01:45			0	6	1	5	11	13:45			23	77	25	92	169
02:00			1		1			14:00			23		16		
02:15			1		1			14:15			21		25		
02:30			2		1			14:30			21		34		
02:45			0	4	0	3	7	14:45			27	92	28	103	195
03:00			1		0			15:00			28		22		
03:15			0		0			15:15			34		38		
03:30			1		1			15:30			25		34		
03:45			1	3	0	1	4	15:45			33	120	31	125	245
04:00			0		0			16:00			39		40		
04:15			1		0			16:15			51		31		
04:30			0		0			16:30			70		21		
04:45			3	4	0		4	16:45			72	232	35	127	359
05:00			10		0			17:00			102		34		
05:15			9		2			17:15			136		42		
05:30			7		4			17:30			158		40		
05:45			10	36	5	11	47	17:45			231	627	40	156	783
06:00			19		10			18:00			258		50		
06:15			24		8			18:15			302		58		
06:30			31		5			18:30			318		71		
06:45			49	123	6	29	152	18:45			302	1180	70	249	1429
07:00			50		14			19:00			245		74		
07:15			59		8			19:15			212		54		
07:30			81		14			19:30			94		32		
07:45			97	287	21	57	344	19:45			51	602	31	191	793
08:00			79		23			20:00			37		41		
08:15			78		20			20:15			28		86		
08:30			98		27			20:30			21		158		
08:45			75	330	17	87	417	20:45			21	107	219	504	611
09:00			69		21			21:00			97		392		
09:15			61		23			21:15			199		535		
09:30			55		26			21:30			213		515		
09:45			46	231	28	98	329	21:45			251	760	636	2078	2838
10:00			47		29			22:00			29		268		
10:15			37		24			22:15			4		42		
10:30			64		22			22:30			6		15		
10:45			38	186	15	90	276	22:45			7	46	6	331	377
11:00			27		14			23:00			3		10		
11:15			24		34			23:15			3		6		
11:30			23		31			23:30			2		4		
11:45			19	93	27	106	199	23:45			1	9	1	21	30
Total Vol.			1306		490		**1796**				3941		4068		**8009**

	NB	SB	EB	WB	Total
Daily Totals :	0	0	5,247	4,558	9,805

	AM				PM			
Split %	72.7%	27.3%	**18.3%**		49.2%	50.8%	**81.7%**	
AM				**PM**				
Peak Hr.	07:45	11:15	**07:45**	**Peak Hr.**	18:00	21:00	**21:00**	
Volume	352	115	**443**	**Volume**	1180	2078	**2838**	
P.H.F.	0.898	0.846	**0.886**	**P.H.F.**	0.928	0.817	**0.800**	
7 - 9 Vol.	617	144	**761**	**4 - 6 Vol.**	859	283	**1142**	
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	17:00	17:00	**17:00**	
Volume	352	91	**443**	**Volume**	627	156	**783**	
P.H.F.	0.898	0.843	**0.886**	**P.H.F.**	0.679	0.929	**0.722**	

Prepared by NDS/ATD

Volumes for: Thursday, September 16, 2010						City:	Los Angeles	Daily Totals				
								NB	SB	EB	WB	Total
Location:	Academy Dr gate	NE/o stadium northwest				Project:	10-5351-007	2,073	1,424	0	0	3,497

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		3					12:00	23		21				
00:15	2		0					12:15	19		17				
00:30	1		2					12:30	18		16				
00:45	2	5	0	5			10	12:45	34	94	11	65			159
01:00	0		1					13:00	21		17				
01:15	0		3					13:15	28		23				
01:30	0		0					13:30	16		23				
01:45	0		0	4			4	13:45	19	84	21	84			168
02:00	0		0					14:00	23		24				
02:15	0		0					14:15	21		32				
02:30	1		0					14:30	17		49				
02:45	1	2	1	1			3	14:45	25	86	36	141			227
03:00	1		0					15:00	15		34				
03:15	0		0					15:15	16		14				
03:30	1		0					15:30	14		23				
03:45	2	4	0				4	15:45	24	69	29	100			169
04:00	1		0					16:00	26		38				
04:15	4		0					16:15	34		23				
04:30	3		1					16:30	24		25				
04:45	4	12	0	1			13	16:45	30	114	22	108			222
05:00	9		2					17:00	31		29				
05:15	11		1					17:15	21		32				
05:30	7		3					17:30	37		31				
05:45	17	44	6	12			56	17:45	35	124	28	120			244
06:00	12		4					18:00	33		29				
06:15	14		6					18:15	17		17				
06:30	27		7					18:30	22		20				
06:45	44	97	5	22			119	18:45	11	83	23	89			172
07:00	44		16					19:00	14		20				
07:15	63		9					19:15	11		24				
07:30	80		14					19:30	12		19				
07:45	108	295	27	66			361	19:45	14	51	15	78			129
08:00	89		20					20:00	9		11				
08:15	93		20					20:15	6		19				
08:30	114		39					20:30	5		14				
08:45	94	390	21	100			490	20:45	7	27	24	68			95
09:00	100		26					21:00	6		32				
09:15	71		18					21:15	10		26				
09:30	38		13					21:30	5		14				
09:45	39	248	17	74			322	21:45	6	27	10	82			109
10:00	26		18					22:00	4		7				
10:15	18		24					22:15	2		9				
10:30	28		18					22:30	2		5				
10:45	42	114	19	79			193	22:45	0	8	8	29			37
11:00	13		19					23:00	5		9				
11:15	23		20					23:15	2		3				
11:30	21		19					23:30	3		4				
11:45	27	84	20	78			162	23:45	1	11	2	18			29
Total Vol.		1295		442			**1737**			778		982			**1760**

					NB	SB	EB	WB	Total
				Daily Totals :	2,073	1,424	0	0	3,497
	AM				PM				
Split %	74.6%	25.4%	**49.7%**		44.2%	55.8%			**50.3%**
AM				**PM**					
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	17:15	14:15			**17:15**
Volume	404	106	**510**	**Volume**	126	151			**246**
P.H.F.	0.886	0.679	**0.833**	**P.H.F.**	0.851	0.770			**0.904**
7 - 9 Vol.	685	166	**851**	**4 - 6 Vol.**	238	228			**466**
Peak Hr.	07:45	07:45	**07:45**	**Peak Hr.**	17:00	17:00			**17:00**
Volume	404	106	**510**	**Volume**	124	120			**244**
P.H.F.	0.886	0.679	**0.833**	**P.H.F.**	0.838	0.938			**0.897**

Prepared by NDS/ATD

Volumes for: Friday, September 17, 2010						City:	Los Angeles	Daily Totals				
								NB	SB	EB	WB	Total
Location:	Academy Dr gate	NE/o stadium northwest				Project:	10-5351-007	2,135	1,641	0	0	3,776

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	18		22				
00:15	0		0					12:15	20		24				
00:30	0		1					12:30	15		21				
00:45	1	1	0	1			2	12:45	23	76	36	103			179
01:00	0		2					13:00	21		16				
01:15	2		1					13:15	36		13				
01:30	0		2					13:30	27		27				
01:45	2	4	2	7			11	13:45	24	108	29	85			193
02:00	0		0					14:00	22		13				
02:15	0		0					14:15	18		28				
02:30	1		0					14:30	21		31				
02:45	0	1	0				1	14:45	26	87	21	93			180
03:00	0		1					15:00	22		33				
03:15	0		0					15:15	23		24				
03:30	1		0					15:30	24		17				
03:45	0	1	0	1			2	15:45	30	99	22	96			195
04:00	1		1					16:00	29		42				
04:15	1		1					16:15	24		27				
04:30	0		0					16:30	23		23				
04:45	3	5	1	3			8	16:45	56	132	33	125			257
05:00	0		0					17:00	47		29				
05:15	6		0					17:15	35		19				
05:30	5		2					17:30	38		23				
05:45	9	20	0	2			22	17:45	57	177	24	95			272
06:00	10		1					18:00	44		34				
06:15	9		3					18:15	42		20				
06:30	28		4					18:30	40		20				
06:45	39	86	7	15			101	18:45	54	180	26	100			280
07:00	30		4					19:00	34		23				
07:15	50		8					19:15	25		35				
07:30	65		10					19:30	30		26				
07:45	73	218	21	43			261	19:45	21	110	21	105			215
08:00	79		18					20:00	13		14				
08:15	58		26					20:15	8		16				
08:30	77		7					20:30	4		24				
08:45	73	287	12	63			350	20:45	1	26	7	61			87
09:00	53		10					21:00	13		11				
09:15	55		10					21:15	13		29				
09:30	45		8					21:30	18		44				
09:45	37	190	21	49			239	21:45	17	61	40	124			185
10:00	20		12					22:00	19		53				
10:15	20		13					22:15	19		81				
10:30	16		12					22:30	16		46				
10:45	15	71	24	61			132	22:45	27	81	88	268			349
11:00	23		21					23:00	11		40				
11:15	27		14					23:15	9		6				
11:30	23		36					23:30	4		2				
11:45	15	88	14	85			173	23:45	2	26	8	56			82
Total Vol.		972		330			**1302**			1163		1311			**2474**

			NB	SB	EB	WB	Total
		Daily Totals :	2,135	1,641	0	0	3,776

	AM				PM			
Split %	74.7%	25.3%	**34.5%**		47.0%	53.0%		**65.5%**
AM				**PM**				
Peak Hr.	07:45	11:30	**07:45**	**Peak Hr.**	17:45	22:00		**22:00**
Volume	287	96	**359**	**Volume**	183	268		**349**
P.H.F.	0.908	0.667	**0.925**	**P.H.F.**	0.803	0.761		**0.759**
7 - 9 Vol.	505	106	**611**	**4 - 6 Vol.**	309	220		**529**
Peak Hr.	07:45	07:30	**07:45**	**Peak Hr.**	17:00	16:00		**16:45**
Volume	287	75	**359**	**Volume**	177	125		**280**
P.H.F.	0.908	0.721	**0.925**	**P.H.F.**	0.776	0.744		**0.787**