


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

22815-22825 W Roscoe Blvd.
DOT Case No. SFV21-111390
DOT Project ID No. 51619

Date: December 3, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning



From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE FALLBROOK POINT PROJECT
LOCATED AT 22815-22825 WEST ROSCOE BOULEVARD (DIR-2019-7507-ACI-
CLQ/ENV-2019-7508-CE)**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Linscott, Law & Greenspan, Engineers, dated September 14, 2021, for the proposed Fallbrook Point development located at 22815-22825 West Roscoe Boulevard in the Chatsworth-Porter Ranch Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of the construction of three new two-story warehouse/manufacturing buildings providing a total of 23,500 square feet of office floor area, 19,000 square feet of manufacturing floor area, and 56,114 square feet of warehouse floor area. The existing project site comprises approximately 7.014 acres and is currently utilized as a surface parking lot. The project site is part of the larger Corporate Pointe at West Hills office park, which has been developed over the years with a 2009 entitlement approved for development in two phases. This project is the second phase of the overall development. A total of 262 vehicular parking spaces are proposed within onsite surface parking areas. Vehicular access to the project site will continue to be provided via the existing driveway along the west side of Fallbrook Avenue and the existing driveway along the north side of Roscoe Boulevard. Additional vehicular access to the project site will continue to be provided via one existing driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. The project is expected to be completed by the year 2023.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. **Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies**

The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. The analysis determined that the project does not obstruct or conflict with the City's development policies and standards for the transportation system.

2. **Threshold T-2.1: Causing Substantial Vehicle Miles Traveled**

Using the VMT Calculator, the assessment determined that the project would generate a 457 net increase in DVT and a 4,399 net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. **Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use**

The project does not involve any design features that are unusual for the area or any incompatible use.

C. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the North Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.2
- Daily Work VMT per Employee: 15.0

As cited in the VMT analysis report prepared by Linscott, Law & Greenspan, Engineers, the VMT generated by the project results in 0.0 Household VMT per Capita and 14.5 Work VMT per Employee with the mitigation measures of Promotions & Marketing and Ride-Share Program as well as the project design feature of Bike Parking per LAMC . Therefore, it is concluded that the implementation of the proposed project will not result in a significant VMT impact.

D. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology, which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Lena Avenue and Roscoe Boulevard
- Roscoe Boulevard Driveway and Roscoe Boulevard
- Fallbrook Avenue and Fallbrook Avenue Driveway
- Fallbrook Avenue and Schoenborn Street
- Fallbrook Avenue and Roscoe Boulevard

Existing and Cumulative Traffic Conditions

As a result of the COVID-19 pandemic, traffic count data could not be collected at the study intersections and therefore historical data, when available, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections. The following techniques were used to estimate current year (2021) peak hour turning movement traffic volumes at the study intersections:

- Lena Avenue / Roscoe Boulevard: Historical traffic count data at this intersection was unavailable. Therefore, new weekday AM and PM peak hour traffic volume data was collected at this intersection on June 29, 2021.
- Roscoe Boulevard Driveway / Roscoe Boulevard: The traffic count data and subsequent adjustments approaching and departing the Lena Avenue / Roscoe Boulevard intersection were used to derive the eastbound and westbound through volumes during the weekday peak hours. Further, peak hour turning movements at the intersection were derived based on application of trip generation rates to the size of the buildings within the Corporate Pointe at West Hills office park adjacent to the Project Site. Trips associated with the existing buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park were assigned to the existing driveways serving the office park, including the intersection.
- Fallbrook Avenue / Fallbrook Avenue Driveway: Peak hour traffic count collected at the Fallbrook Avenue / Eccles Street intersection to the north in 2017 were increased by a 1.0% annual traffic growth rate through the year 2021 to estimate current year traffic volumes at the Fallbrook Avenue driveway intersection. The traffic count data and subsequent adjustments approaching and departing the Fallbrook Avenue / Eccles Street intersection were used to derive the northbound and southbound through volumes at the Fallbrook Avenue driveway intersection. Turning movements at the intersection were derived based on application of trip generation rates to the size of the buildings within the Corporate Pointe at West Hills office park adjacent to the Project Site. Trips associated with the existing buildings adjacent to the Project Site within the Corporate Pointe at West Hills office park were assigned to the existing driveways serving the office park, including the intersection.
- Fallbrook Avenue / Schoenborn Street: Peak hour traffic count data collected at this intersection in 2006 were utilized for turning movements to and from Fallbrook Avenue. The traffic count data and subsequent adjustments approaching and departing the

Fallbrook Avenue / Fallbrook Avenue Driveway intersection were used to derive the northbound and southbound through volumes on Fallbrook Avenue at the Schoenborn Street intersection.

- Fallbrook Avenue / Roscoe Boulevard: Historical traffic count data at this intersection was unavailable. Therefore, new weekday AM and PM peak hour traffic volume data was collected at this intersection on June 29, 2021.

In order to account for unknown related projects not included in the analysis, the existing traffic volumes were increased at an annual rate of 1.0% per year to and including the year 2023, which is the anticipated project buildout year.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections. Based on the HCM methodology, the results for the Existing (2021), Existing (2021) With Project, Future (2023) Without Project, and Future (2023) With Project Conditions Summary of Delays, Levels of Service, and Vehicle Queuing for the study intersections are shown in **Attachment B**.

PROJECT REQUIREMENTS

A. TDM Project Design Features

The project includes three TDM strategies as Project Design Features and Mitigation Measures:

- Promotions and Marketing – As a Mitigation Measure, the project will utilize promotional and marketing tools to educate and inform employees about alternative transportation options and the effects of their travel choices.
- Ride-Share Program – As a Mitigation Measure, the project will proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.
- Include Bike Parking per LAMC – The project will provide the LAMC required number of short-term and long-term bicycle parking spaces onsite as a Project Design Feature.

B. Corrective Measures (Non-CEQA Analysis)

As required per the adopted TAG and pursuant to the City's Site Plan Review Authority (L.A.M.C. 16.05 and relevant code sections), the analysis included a review of current deficiencies and potential future deficiencies that may result from this project. While project-related traffic would not cause or substantially extend vehicle queuing at any of the five study intersections during the weekday AM and PM peak hours, it is noted that at the Fallbrook Avenue and Roscoe Boulevard intersection, peak queues are expected to exceed available storage under "Future Cumulative Baseline" and "Future Cumulative with Project" conditions on the following approaches: northbound Fallbrook Avenue right-turn approach (PM peak hour); southbound Fallbrook Avenue left-turn approach (PM peak hour); and westbound Roscoe Boulevard left-turn approach (AM and PM peak hours). This is due to Phase 1 improvements, which includes a signal modification to provide protected-only left-turn signal phasing in the southbound direction. Installation of a right-turn traffic signal phase for northbound Fallbrook Avenue overlapping with the existing left-turn phase for westbound Roscoe Boulevard, as well as potential modifications to the existing traffic signal timing plan at this intersection, have been identified

and are shown to reduce the forecast peak vehicle queues at the approaches listed above. The applicant should consult with the LADOT West Valley District Office for any modifications to existing traffic signal equipment and signal timing.

C. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to <https://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

D. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Fallbrook Avenue** is designated as an Avenue II and would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Roscoe Boulevard** is designated as a Boulevard II roadway and would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. A five-foot dedication is required for Roscoe Boulevard along the project site. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

E. Parking Requirements

The traffic study indicated that 262 vehicular parking spaces are proposed within onsite surface parking areas. Additionally, the project will provide the LAMC required short-term and long-term bicycle parking spaces for the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation

Vehicular access will be provided via the existing driveway along the west side of Fallbrook Avenue and the existing driveway along the north side of Roscoe Boulevard. Additional vehicular access to the project site will continue to be provided via the existing driveway along the north side of Roscoe Boulevard, opposite Lena Avenue. The driveways serving the project site will continue to accommodate full vehicular access including left-turn and right-turn ingress and egress movements. The project site plan is shown in **Attachment C**. The applicant should check with City Planning regarding the Project's driveway placement and design. The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 30 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT.

G. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

The project applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26 J. Although not yet adopted, the project applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of this project, if approved.

H. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Sheila Ahraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\51619-22815 W Roscoe Blvd

cc: Hannah Lee, Council District 12
Silva Abramian, LADOT West Valley District
Claudia Rodriguez, LACP Valley Planning
Esther Ahn, LACP Expedited Planning Unit
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Jason Shender, Linscott, Law & Greenspan, Engineers

Attachment A

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

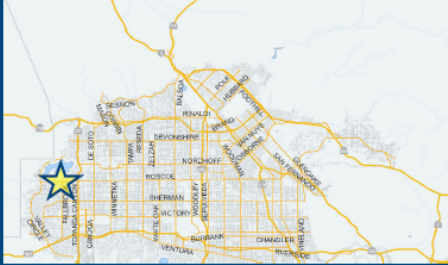
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes
 No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

■ [Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
0	457
Daily Vehicle Trips	Daily Vehicle Trips
0	4,399
Daily VMT	Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	457 Net Daily Trips
The net increase in daily VMT ≤ 0	4,399 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0,000 ksf

The proposed project is required to perform VMT analysis.

Attachment A (cont'd)

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address:

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Proposed Pj Mitigation

Reduce Parking Supply city code parking provision for the project site
 actual parking provision for the project site

Proposed Pj Mitigation

Unbundle Parking monthly parking cost (dollar) for the project site

Proposed Pj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Pj Mitigation

Price Workplace Parking daily parking charge (dollar)
 percent of employees subject to priced parking

Proposed Pj Mitigation

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Pj Mitigation

Analysis Results

Proposed Project	With Mitigation
454 <small>Daily Vehicle Trips</small>	421 <small>Daily Vehicle Trips</small>
4,371 <small>Daily VMT</small>	4,000 <small>Daily VMT</small>
0.0 <small>Household VMT per Capita</small>	0.0 <small>Household VMT per Capita</small>
16.8 <small>Work VMT per Employee</small>	14.5 <small>Work VMT per Employee</small>

Significant VMT Impact?

Household: No	Household: No
Threshold = 9.2 15% Below APC	Threshold = 9.2 15% Below APC
Work: Yes	Work: No
Threshold = 15.0 15% Below APC	Threshold = 15.0 15% Below APC

Proposed Project Land Use Type	Value	Unit
Office General Office	23.5	ksf
Industrial Manufacturing	19	ksf
Industrial Warehousing/Self-Storage	56.114	ksf

B	Transit
C	Education & Encouragement
D	Commuter Trip Reductions
E	Shared Mobility
F	Bicycle Infrastructure
G	Neighborhood Enhancement

Attachment B

Summary of Delay and Levels of Service (LOS)

NO	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2011 EXISTING				YEAR 2011 EXISTING W/ PROJECT				YEAR 2032 FUTURE W/O PROJECT				YEAR 2032 FUTURE W/ PROJECT				CHANGEN QTELE [q]	YEAR 2032 FUTURE W/ PROJECT - APPROXIMATE QTELE [q]		
				DELAY [s]	LOS [l]	QTELE [q]	CHANGEN QTELE [q]	DELAY [s]	LOS [l]	QTELE [q]	CHANGEN QTELE [q]	DELAY [s]	LOS [l]	QTELE [q]	CHANGEN QTELE [q]	DELAY [s]	LOS [l]	QTELE [q]	CHANGEN QTELE [q]				
1	Lean Avenue / Roscoe Boulevard (Signalized)	NB Left Through Right	AM	240	C	133	0.0	240	C	133	0.0	240	C	133	0.0	240	C	133	0.0	-	-	-	-
			PM	240	C	133	0.0	240	C	133	0.0	240	C	133	0.0	240	C	133	0.0	-	-	-	-
		SB Left Through	AM	219	C	67	0.0	219	C	67	0.0	219	C	67	0.0	219	C	67	0.0	-	-	-	-
			PM	244	C	279	0.0	244	C	287	0.0	244	C	287	0.0	244	C	287	0.0	-	-	-	-
		SB Right	AM	237	C	22	0.8	238	C	30	0.8	237	C	22	0.8	238	C	30	0.8	-	-	-	-
			PM	219	C	70	2.9	219	C	102	3.2	219	C	70	2.9	219	C	102	3.2	-	-	-	-
		EB Left	AM	90	A	33	0.1	91	A	50	1.7	92	A	33	0.1	92	A	50	1.7	-	-	-	-
			PM	99	A	37	1.0	100	B	42	0.5	101	B	37	1.0	102	B	42	0.5	-	-	-	-
		EB Through	AM	80	A	943	8.0	80	A	861	1.8	81	A	875	8.1	81	A	890	1.3	-	-	-	-
			PM	84	A	1069	8.4	84	A	1077	0.8	85	A	1137	8.5	85	A	1145	0.8	-	-	-	-
EB Right	AM	68	A	23	6.8	68	A	23	0.0	68	A	23	6.8	68	A	23	0.0	-	-	-	-		
	PM	68	A	31	6.8	68	A	31	0.0	68	A	31	6.8	68	A	31	0.0	-	-	-	-		
WB Left	AM	92	A	46	9.2	92	A	46	0.0	93	A	46	9.3	93	A	46	0.0	-	-	-	-		
	PM	102	B	113	10.2	102	B	113	0.0	104	B	115	10.4	104	B	115	0.0	-	-	-	-		
WB Through	AM	79	A	799	8.0	80	A	803	0.4	80	A	812	8.0	80	A	812	0.0	-	-	-	-		
	PM	84	A	1097	8.4	84	A	1117	2.0	85	A	1147	8.5	85	A	1167	2.0	-	-	-	-		
WB Right	AM	68	A	49	6.8	68	A	49	0.0	68	A	49	6.8	68	A	49	0.0	-	-	-	-		
	PM	68	A	44	6.8	68	A	44	0.0	68	A	44	6.8	68	A	44	0.0	-	-	-	-		
2	Roscoe Boulevard Driveway/ Roscoe Boulevard (Unsignalized)	SB Left Right	AM	118	B	23	14.2	142	B	23	0.0	142	B	23	14.6	146	B	23	0.0	-	-	-	-
			PM	171	C	200	17.9	179	C	210	5.0	179	C	200	18.9	189	C	215	7.5	-	-	-	-
		EB Left	AM	87	A	23	8.8	88	A	23	0.0	88	A	23	8.8	88	A	23	0.0	-	-	-	-
3	Fallbrook Avenue / Fallbrook Avenue Driveway (Unsignalized)	NB Left	AM	81	A	50	8.1	81	A	73	2.5	83	A	73	8.3	83	A	75	0.0	-	-	-	-
			PM	78	A	0.0	7.8	78	A	23	2.5	80	A	0.0	8.0	80	A	25	2.5	-	-	-	-
		AM	92	A	25	9.2	92	A	23	0.0	94	A	25	9.4	94	A	25	0.0	-	-	-	-	
EB Left Right	AM	95	A	100	9.6	96	A	100	0.0	98	A	100	9.9	99	A	125	2.5	-	-	-	-		
	PM																						
4	Fallbrook Avenue / Schwabauer Street (Unsignalized)	SB Left	AM	77	A	0.0	7.8	78	A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-
			PM	78	A	50	7.8	78	A	50	0.0	78	A	50	7.8	78	A	50	0.0	-	-	-	-
		WB Left Right	AM	104	B	125	10.6	106	B	125	0.0	107	B	125	10.9	109	B	125	0.0	-	-	-	-
			PM	128	B	75	13.0	130	B	75	0.0	124	B	50	12.6	126	B	75	2.5	-	-	-	-

TABLE 52
SUMMARY OF DELAYS, LEVELS OF SERVICE AND VEHICLE QUEUING [s]
MIDWINTER AM AND PM PEAK HOURS

Attachment B (cont'd)

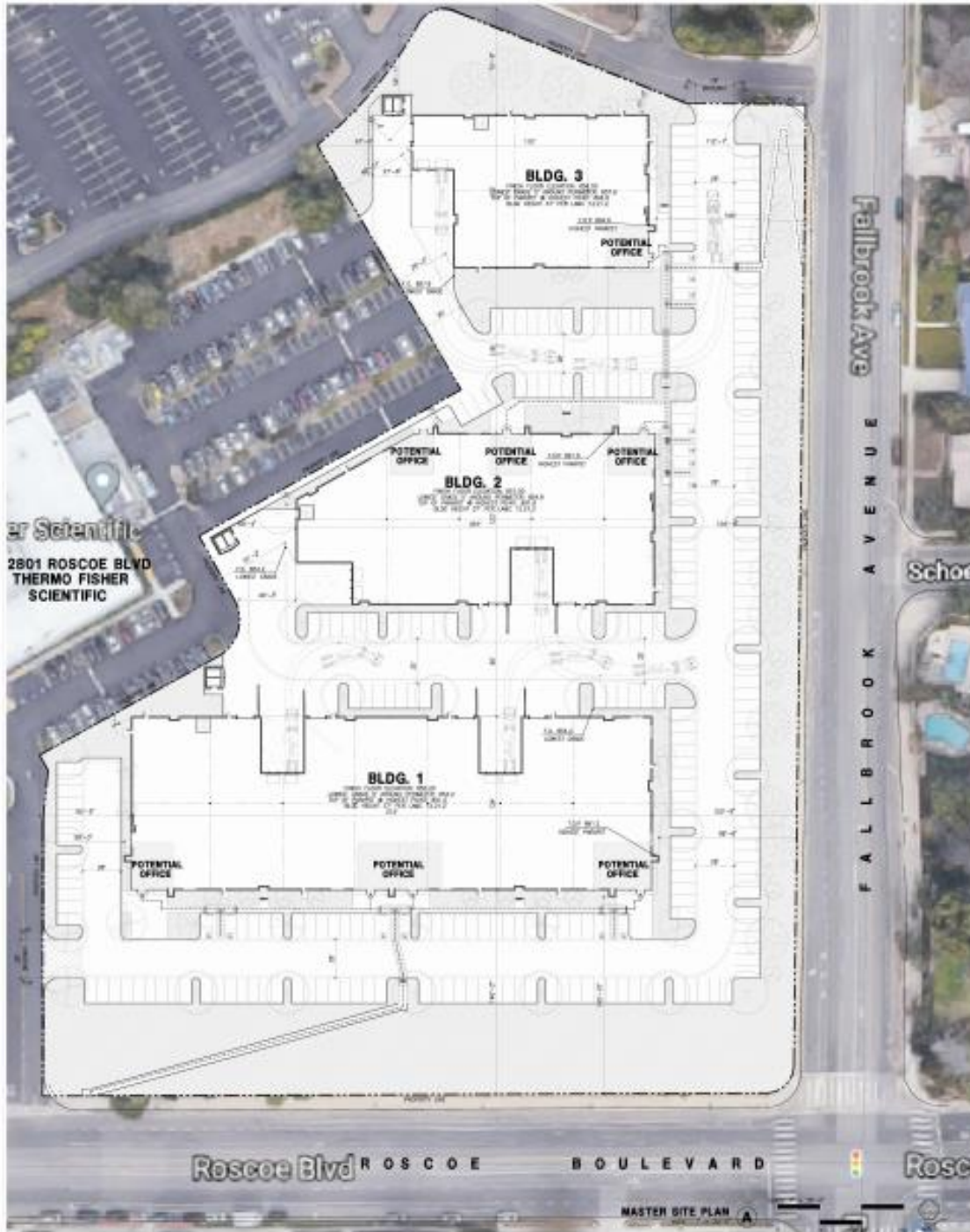
Summary of Delay and Levels of Service (LOS)

Table B-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE AND VEHICLE QUEUING (1)
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR NOT EXISTING			YEAR NOT EXISTING W/ PROJECT			YEAR AND FUTURE W/O PROJECT			YEAR AND FUTURE W/ PROJECT			YEAR AND FUTURE W/ PROJECT + IMPROVEMENTS					
				DELAY (s)	LOS (I)	QUEUE (ft)	DELAY (s)	LOS (I)	QUEUE (ft)	DELAY (s)	LOS (I)	QUEUE (ft)	DELAY (s)	LOS (I)	QUEUE (ft)	DELAY (s)	LOS (I)	QUEUE (ft)			
5	Fairbank Avenue / Knox Boulevard (Signalized)	WB L&B	AM	153	B	217	154	B	263	1.1	217	C	319	218	C	313	1.4	312	D	480	141
			PM	163	B	618	167	B	367	0.9	242	C	819	242	C	818	0.9	319	C	1000	201
		NB Through	AM	148	B	312	149	B	386	1.4	217	C	480	219	C	511	1.1	319	D	718	218
			PM	147	B	284	147	B	300	1.6	218	C	501	218	C	523	2.2	317	C	644	143
		WB Right	AM	172	B	1457	172	B	1457	0.0	210	F	1989	210	C	1989	0.0	318	D	4980	0.0
			PM	212	C	3746	212	C	3746	0.0	1179	F	7901	1179	F	7901	0.0	318	D	4980	-3441
		SB L&B	AM	157	B	184	159	B	184	1.3	396	D	619	396	D	644	2.0	464	D	769	110
			PM	161	B	428	163	B	488	6.2	2977	F	5137	2981	F	5823	468	540	D	2153	-2802
		SB Through	AM	145	B	119	145	B	164	0.5	146	B	201	146	B	207	0.6	216	C	307	106
			PM	146	B	214	147	B	261	2.7	147	B	266	147	B	293	2.7	178	B	310	64
		SB Right	AM	144	B	110	144	B	110	0.0	146	B	190	146	B	190	0.0	217	C	283	93
			PM	145	B	132	145	B	132	0.0	146	B	212	146	B	212	0.0	177	B	219	27
EB L&B	AM	219	C	46	219	C	46	0.0	220	C	79	220	C	79	0.0	115	B	63	-16		
	PM	244	C	123	244	C	123	0.0	229	C	245	229	C	245	0.0	285	C	282	37		
EB Through	AM	274	C	1403	274	C	1411	0.6	248	C	1314	248	C	1355	0.1	173	B	1078	-276		
	PM	301	C	2193	302	C	2211	2.6	212	C	2125	212	C	2150	23	361	D	2453	310		
EB Right	AM	262	C	714	262	C	714	0.0	218	C	686	218	C	686	0.0	166	B	544	-142		
	PM	264	C	774	265	C	792	1.8	240	C	743	240	C	719	1.6	304	C	883	140		
WB L&B	AM	479	D	2863	480	D	2878	1.5	661	E	4161	664	F	4924	48	4171	1.0	1799	-382		
	PM	548	D	2718	560	E	2777	3.9	828	F	4946	847	F	4924	48	214	C	2100	-1546		
WB Through	AM	167	B	1361	167	B	1376	1.5	167	B	1391	168	B	1409	1.8	65	A	713	-478		
	PM	166	B	1346	166	B	1349	0.3	167	B	1376	167	B	1382	0.6	115	B	1109	-177		
WB Right	AM	155	B	577	156	B	618	6.1	156	B	612	158	B	693	63	61	A	316	-276		
	PM	145	B	172	145	B	188	1.6	149	B	308	148	B	314	1.8	120	B	282	-24		

[1] Percent to the *LAOBT* Transportation Assessment Guidelines, July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersection was utilized to calculate vehicle queuing.
 [2] Control delay reported in seconds per vehicle.
 [3] Signalized Intersection Levels of Service were based on the following criteria:
 Control Delay (s/veh) LOS
 <= 10 A
 > 10-20 B
 > 20-35 C
 > 35-55 D
 > 55-80 E
 > 80 F
 Unsignalized Intersection Levels of Service were based on the following criteria:
 Control Delay (s/veh) LOS
 <= 10 A
 > 10-15 B
 > 15-25 C
 > 25-35 D
 > 35-50 E
 > 50 F
 [4] The 91st percentile queue is the maximum back of queue with 91st percentile traffic volume. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 17 feet was assumed for analysis purpose. The reported queue lengths represent the calculated maximum back of queue in feet.
 [5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.

Attachment C Project Site Plan



Attachment C (cont'd) Project Site Plan

