

**TRAFFIC IMPACT REPORT FOR PROPOSED
9919 JEFFERSON OFFICE PROJECT**

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EXECUTIVE SUMMARY

The Jefferson (9919) Office Project (the Project) is a proposed research and development office project within the City of Culver City (the City). The Project Site is located at 9919 Jefferson Boulevard. Currently, the Project Site is vacant/undeveloped, serving as surface parking lot for nearby businesses. The proposed project consists of a 3-story 62,558 square feet building.

For purposes of a conservative traffic analysis, a Project completion year of 2020 has been assumed. Upon completion, it is estimated that the Project would generate approximately 690 new trips per day at area intersections, including 98 AM and 93 PM peak-hour trips.

Parking for the Project would be provided within a five level parking structure that would serve the Project uses. Vehicular access to parking would be provided via an existing signalized driveway intersection on Jefferson Boulevard between Duquesne Avenue and Leahy Street/College Boulevard. The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with the City bicycle parking requirements and provide a sufficient number of the required type of bicycle stalls.

The traffic study presented herein analyzed existing (2016) and future (2020) AM and PM peak-hour traffic conditions at 10 critical intersections in the vicinity of the Project site. The cumulative traffic conditions attributable to 34 potential related projects in the surrounding area were also analyzed. The Project is anticipated to have significant traffic impact at one study intersection – Jefferson Boulevard/National Boulevard under the existing (2016) conditions, and two study intersections - Duquesne Avenue/Jefferson Boulevard and Jefferson Boulevard/National Boulevard under the

future (2020) conditions. In order to mitigate the potential traffic impacts, the following mitigation measures are recommended for implementation by the Project.

Duquesne Avenue and Jefferson Boulevard – This and another project each has a stand-alone and cumulative impact at this intersection. As such, Culver City requires the widening of Duquesne Avenue by eight feet in order to accommodate a left, left/through, a right-turn and bicycle lanes in each direction. The bicycle lanes will allow the Jefferson Boulevard to Duquesne Avenue bicycle link from this development to the Ballona Creek and to downtown. The City's estimate of the design and construction for this work is at \$500,000. Considering there are two projects contributing to the impact, this Project will be required to pay 50% of the cost or up to \$250,000. The City has available right-of-way for the widening. Parking on the Ballona Creek bridge will be eliminated to accommodate southbound queuing at the intersection.

Jefferson Boulevard and National Boulevard – The signal system in the vicinity of the intersection of Jefferson Boulevard and National Boulevard shall be upgraded by the Project. The installation of the signal system improvements is estimated to reduce the volume to capacity ratio at this intersection by 1 percent. The signal system improvements include:

- o Upgrading three cameras at intersections of Jefferson Boulevard/National Boulevard, Jefferson Boulevard/La Cienega Boulevard and La Cienega Boulevard/Rodeo Road.
- o Replacing 2.3 miles of existing fiber, and covert fiber from Multi mode to Single mode from the intersection of Rodeo Road and La Cienega Boulevard to the hub.
- o Installing a new camera on Higuera Street near the intersection of Jefferson Boulevard and Rodeo Road.

LADOT prepared a cost estimate for these signal improvements. Based on LADOT's estimation, the total cost of these signal system improvements is

approximately \$95,000 plus 10% contingency. Therefore, the Project would make a payment to LADOT in the amount of \$104,500 to be used to install these improvements.

In addition, the Project will modify the traffic signal installation, signal detection, signal intersection and striping of Jefferson Boulevard from east of College Boulevard to the Project's reconstructed driveway to the satisfaction of the City.

Implementation of the proposed mitigation measures will fully mitigate the significant impacts at the intersections of Duquesne Avenue/Jefferson Boulevard and Jefferson Boulevard/National Boulevard to less than a significant level.

Project traffic impacts were also analyzed for Congestion Management Program (CMP) locations. No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. In addition, per most recent agreement between Caltrans and the City of Los Angeles, a freeway screening analysis on freeway mainline and off-ramps was analyzed based on the existing freeway capacity. No potential significant freeway impacts were identified.

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INTRODUCTION

The Project under consideration is construction of a research and development office project. As shown in Figure 1, Project Site Vicinity Map, the Project Site is located in the City of Culver City.

The Project site is located at 9919 Jefferson Boulevard, on the north side of Jefferson Boulevard. Currently, the Project Site is vacant/undeveloped, serving as surface parking lot for nearby businesses. The proposed project consists of a 3-story 62,558 square feet building. Project access will be provided by a driveway connecting the Project site to a signalized intersection along Jefferson Boulevard between Duquesne Avenue and Leahy Street/College Boulevard.

Crain & Associates has been retained to assess the potential impacts of the Project on the surrounding roadway system. The analysis that follows was prepared in accordance with the assumptions, methodology, and procedures approved by the City of Culver City. The City of Culver City signed Traffic Study Memorandum of Understanding outlining the study assumptions is included in Appendix A. This report presents the results of an analysis of existing (2016) and future (2020) traffic conditions before and after completion of the Project. The analysis contains a detailed evaluation of traffic conditions during the AM and PM peak hours at the following 10 study intersections:

- o Duquesne Avenue & Culver Boulevard (Culver City)
- o Duquesne Avenue & Braddock Drive (Culver City)
- o Duquesne Avenue & Lucerne Avenue (Culver City)
- o Overland Avenue & Jefferson Boulevard (Culver City)
- o Leahy Street/College Boulevard & Jefferson Boulevard (Culver City)
- o Project Driveway & Jefferson Boulevard (Culver City)

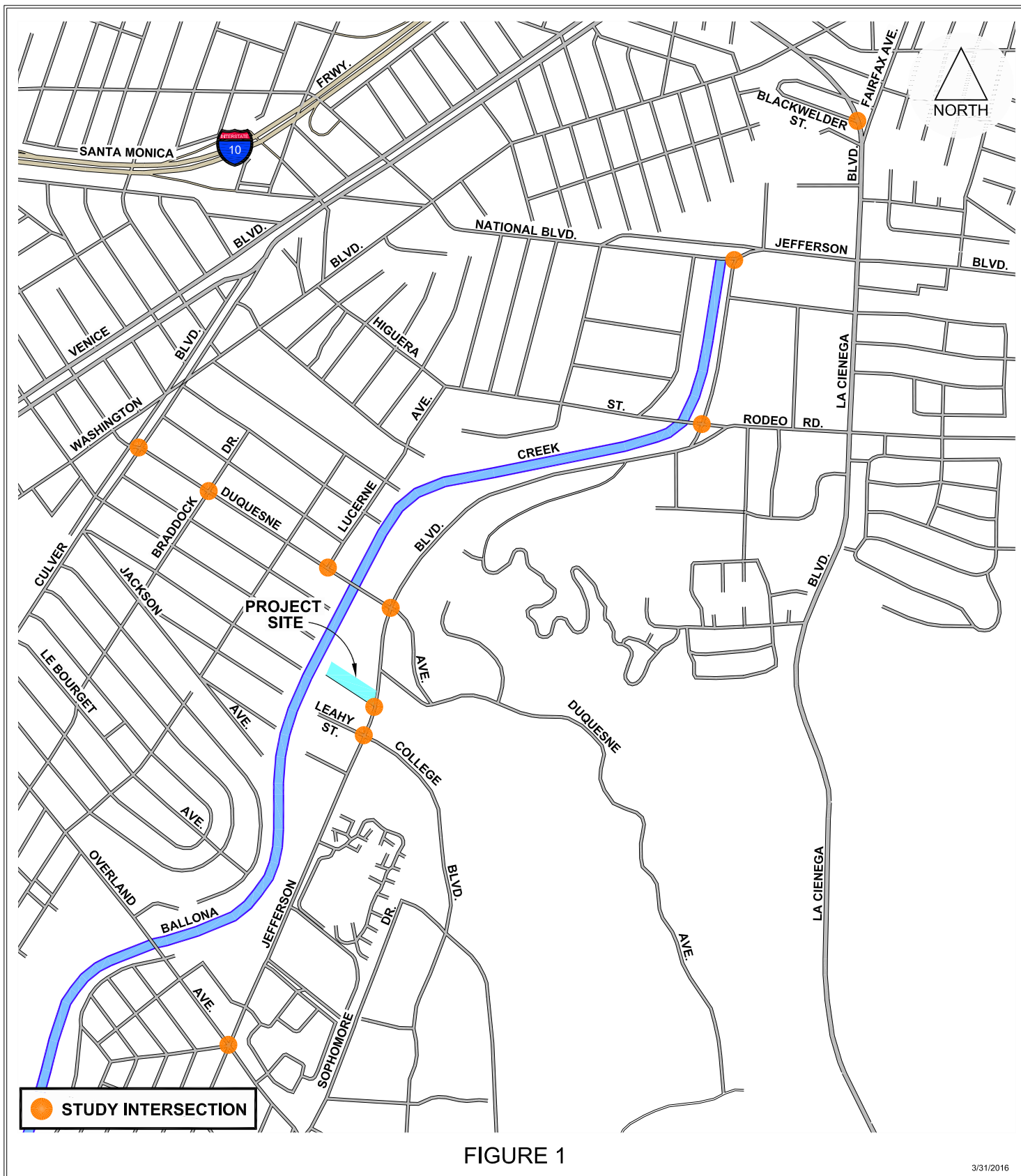


FIGURE 1

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FN: JEFFERSON(9919)OFC\STUDY-INTS

STUDY INTERSECTIONS LOCATION MAP



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- o Duquesne Avenue & Jefferson Boulevard (Culver City)
- o Jefferson Boulevard & Higuera Street/Rodeo Road (Los Angeles)
- o Jefferson Boulevard & National Boulevard (Los Angeles)
- o La Cienega Boulevard & Fairfax Avenue/Blackwelder Street (Culver City and Los Angeles)

The locations of these study intersections relative to the Project Site are shown on Project Site Vicinity Map (Figure 1). These locations include key intersections along the primary access routes to and from the site, and are those locations expected to be most directly impacted by Project traffic.

PROJECT DESCRIPTION

The Jefferson (9919) Office Project (the Project) is a proposed research and development office project within the City of Culver City. The Project Site is located at 9919 Jefferson Boulevard. Currently, the Project Site is vacant/undeveloped, serving as a surface parking lot utilized by nearby businesses. The proposed project consists of a 3-story 62,558 square feet building. The Project Site plan is provided as Figure 2.

Parking for the Project uses would be provided within a five level parking structure. Vehicular access to parking would be provided via a signalized driveway on Jefferson Boulevard between Duquesne Avenue and Leahy Street/College Boulevard.

The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with the City bicycle parking requirements and provide a sufficient number of the required type of bicycle stalls.

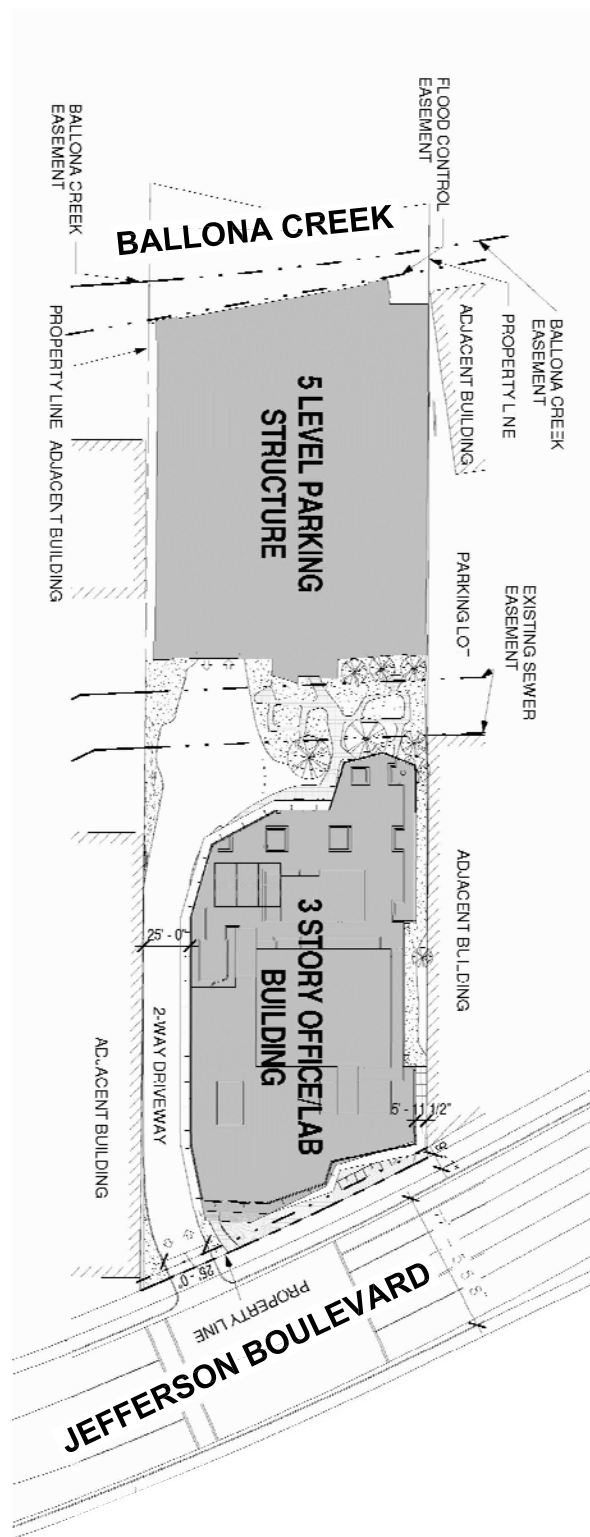


FIGURE 2

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FIN: JEFFERSON(9919) OFC/SITE PLAN

CONCEPTUAL PROJECT SITE PLAN



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ENVIRONMENTAL SETTING

The Project is located at 9919 Jefferson Boulevard within the City of Culver City. The Project Site is bounded by Jefferson Boulevard to the southeast, Ballona Creek to the northwest.

The area surrounding the Project Site is primarily developed with office, light industrial, industrial uses and open space. Residential uses are generally located northwest of Ballona Creek in the study area. West Los Angeles College is located half mile south of the Project site. Commercial uses near the Project Site are generally located south along Overland Avenue.

The Project Site and surrounding uses are well-served by Boulevards and Avenues, including Jefferson Boulevard, Culver Boulevard, National Boulevard, La Cienega Boulevard, Duquesne Avenue and Overland Avenue. In addition, surface street accesses to and from the Santa Monica Freeway (I-10) are provided within one mile north of the Project Site, to and from the San Diego Freeway (I-405) are provided within two miles southwest of the Project Site. These transportation facilities and other local roadways are described in more detail below.

Freeways

The Santa Monica Freeway (I-10) is a major east–west Interstate Highway, runs in the State of California east from Santa Monica through Los Angeles and San Bernardino to the border with Arizona. In the vicinity of the project, this freeway typically provides four travel lanes in each direction. I-10 has an interchange with the San Diego Freeway (I-405). I-10 then continues through Sawtelle, Rancho Park, Cheviot Hills, Beverlywood and Crestview in West Los Angeles, Lafayette Square and Wellington Square in Mid-City, Arlington Heights and Jefferson Park into Downtown Los Angeles. On the western

edge of Downtown, I-10 has an interchange with the Harbor Freeway (I-110) to the south and Arroyo Seco Parkway (SR-110) to the north. I-10 then travels along the southern edge of downtown to the East Los Angeles Interchange. Access to the I-10 Freeway in the project area is provided by on-ramps and off-ramps at the following streets: Venice Boulevard, National Boulevard, Robertson Boulevard and La Cienega Boulevard.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the I-10 Freeway, between Robertson Boulevard and National Boulevard, are approximately 259,000 vehicles per day (VPD), with peak-hour volumes of approximately 17,200 vehicles per hour (VPH).

The San Diego Freeway (I-405) is a major north–south Interstate Highway in Southern California. It is a bypass of Interstate 5, running along the western and southern parts of the Greater Los Angeles Area from Irvine in the south to near San Fernando in the north. In the vicinity of the project, this freeway typically provides four travel lanes plus a high-occupancy vehicle (HOV) lane in each direction. Interstate 405 begins at the El Toro Y interchange with Interstate 5 in southeastern Irvine. It then runs northwest through Orange County to Long Beach in Los Angeles County. The freeway then roughly follows the outline of the Pacific coast before crossing over the Sepulveda Pass in the Santa Monica Mountains. I-405 then travels northerly through the San Fernando Valley, before its termination with I-5 in the Mission Hills district of Los Angeles. Access to the I-405 Freeway in the project area is provided by on-ramps and off-ramps at the following streets: Sepulveda Boulevard, Culver Boulevard, Jefferson Boulevard and Sawtelle Boulevard.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the I-405 Freeway, south of Culver Boulevard, are approximately 318,000

vehicles per day (VPD), with peak-hour volumes of approximately 19,900 vehicles per hour (VPH).

Streets and Highways

Braddock Drive is classified as Neighborhood Feeder within the City of Culver City and Collector within City of Los Angeles, which provides east-west access from Centinela Avenue in the Palms – Mar Vista – Del Rey Community area to its eastern terminus at Irving Place in the City of Culver City. In the Project vicinity, Braddock Drive provides one through lane in each direction.

Culver Boulevard is classified as Primary Artery within the City of Culver city and Avenue I within the City of Los Angeles, and provides northeast-southwest access in the City of Culver City, the City of Los Angeles Palms – Mar Vista – Del Rey Community and Westchester- Playa del Rey Community areas. This roadway extends from Pacific Avenue in the coastal area to its eastern terminus at Venice Boulevard. In the Project vicinity, this street has two travel lanes in each direction. Left-turn channelization is provided at major intersections.

Duquesne Avenue is classified as Secondary Artery within the City of Culver City and Collector within the City of Los Angeles, which provides north-south access from Venice Boulevard in the Palms – Mar Vista – Del Rey Community in the City of Los Angeles to its southern terminus south of Jefferson Boulevard in the City of Culver City. In the Project vicinity, Duquesne Avenue provides one through lane in each direction and left-turn channelization at major intersections.

Fairfax Avenue is classified as Avenue II in the Project vicinity within the City of Los Angeles, which provides north-south access in the City of Los Angeles from Hillside Avenue in the Hollywood area to its southern terminus at La Cienega Boulevard in the

West Adams area. In the Project vicinity, Fairfax Avenue provides two through lanes in each direction and eastbound left-turn channelization at major intersections.

Jefferson Boulevard generally runs in an east-west direction in the eastern portion of the City of Los Angeles, in a northeast-southwest direction in the City of Culver City and western portion of the City of Los Angeles. Near the Project site, Jefferson Boulevard is classified as Primary Artery within the City of Culver City and Modified Avenue II north of Rodeo Road, and Avenue II south of Rodeo Road within the City of Los Angeles. This roadway provides access through West Los Angeles and the City of Culver City, from its western terminus at Culver Boulevard in the Ballona Wetlands area to its eastern terminus at Central Avenue in the South Los Angeles area. Jefferson Boulevard generally provides two travel lanes per direction. Left-turn channelization is provided at major intersections.

La Cienega Boulevard is classified as Modified Boulevard II within the City of Los Angeles, which in places forms eastern boundary of the City of Culver City. This roadway provides north-south access from Sunset Boulevard in the Hollywood area to its southern terminus at El Segundo Boulevard in the Hawthorne area. In the Project vicinity, La Cienega Boulevard provides three through lanes in each direction and left-turn channelization at major intersections.

Lucerne Avenue is a Neighborhood Feeder within the City of Culver City and Local Street within the City of Los Angeles, which provides east-west access between Duquesne Avenue and Higuera Street in the City of Culver City. In the Project vicinity, Lucerne Avenue provides one through lane in each direction.

National Boulevard is classified as Secondary Artery within the City of Culver City and Avenue II between Washington Boulevard and Jefferson Boulevard within the City of Los Angeles, which provides access in the City of Culver City, and the West Los

Angeles, and Palms – Mar Vista – Del Rey Community areas in the City of Los Angeles. This roadway extends from its northern terminus at Bundy Drive just east of Santa Monica Airport to its eastern terminus at Florence Avenue in the City of Inglewood. In the Project vicinity, National Boulevard provides three travel lanes in each direction and left-turn channelization at major intersections.

Overland Avenue is classified as Primary Artery within the City of Culver City and Boulevard II within the City of Los Angeles, which provides north-south access from Santa Monica Boulevard in the West Los Angeles Community area of the City of Los Angeles to its southern terminus at Playa Court in the City of Culver City. In the Project vicinity, Overland Avenue provides two through lanes in each direction and left-turn channelization at major intersections.

Rodeo Road is classified as Modified Avenue I in the Project vicinity within the City of Los Angeles, which provides east-west access from Jefferson Boulevard in the West Adams area of the City of Los Angeles to its eastern terminus at Exposition Boulevard east of Gramercy Place in the South Los Angeles area. In the Project vicinity, Rodeo Road provides two to three through lanes in each direction and left-turn channelization at major intersections.

Existing (2016) Traffic Volumes

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in March 2016. In accordance with Cities of Culver City and Los Angeles Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at

the intersection. Weekday peak-hour volumes at the study intersections used in the analysis are detailed on the pages that follow and are illustrated in Figures 3(a) and 3(b). The manual intersection traffic count data sheets are provided in Appendix B.

Information pertaining to intersection widths and geometrics, bus stop locations, on-street parking restrictions, and traffic signal operations were obtained from both field checks and City engineering plans. The existing lane configuration and traffic control conditions for the 10 study intersections are illustrated in Appendix C.

Public Transit

Within the walking distance (one quarter mile) from the Project site, the City of Culver City provides a bus line running along Jefferson Boulevard – Culver City Bus Line 4. Culver City Bus Line 4 is an east-west oriented route, which operates between West LA Transit Center and the Playa Vista area, serving the Expo Light Rail La Cienega Station, Culver City City Hall, West LA College, Westfield Culver City Mall Transit Center as well as the Project site. Culver City Bus Line 4 provides stops in the Project vicinity on Jefferson Boulevard at Leahy Street and Duquesne Avenue. This bus operates weekday and Saturday daily with headways of approximately 40 to 50 minutes. Sunday and holiday services are not provided.

This bus line connects to Expo Light Rail and numerous other bus services, providing transfer opportunities to much of the Southern California area. Thus, it is expected that some of the person trips generated by the Project will utilize public transportation as their travel mode instead of private vehicles.

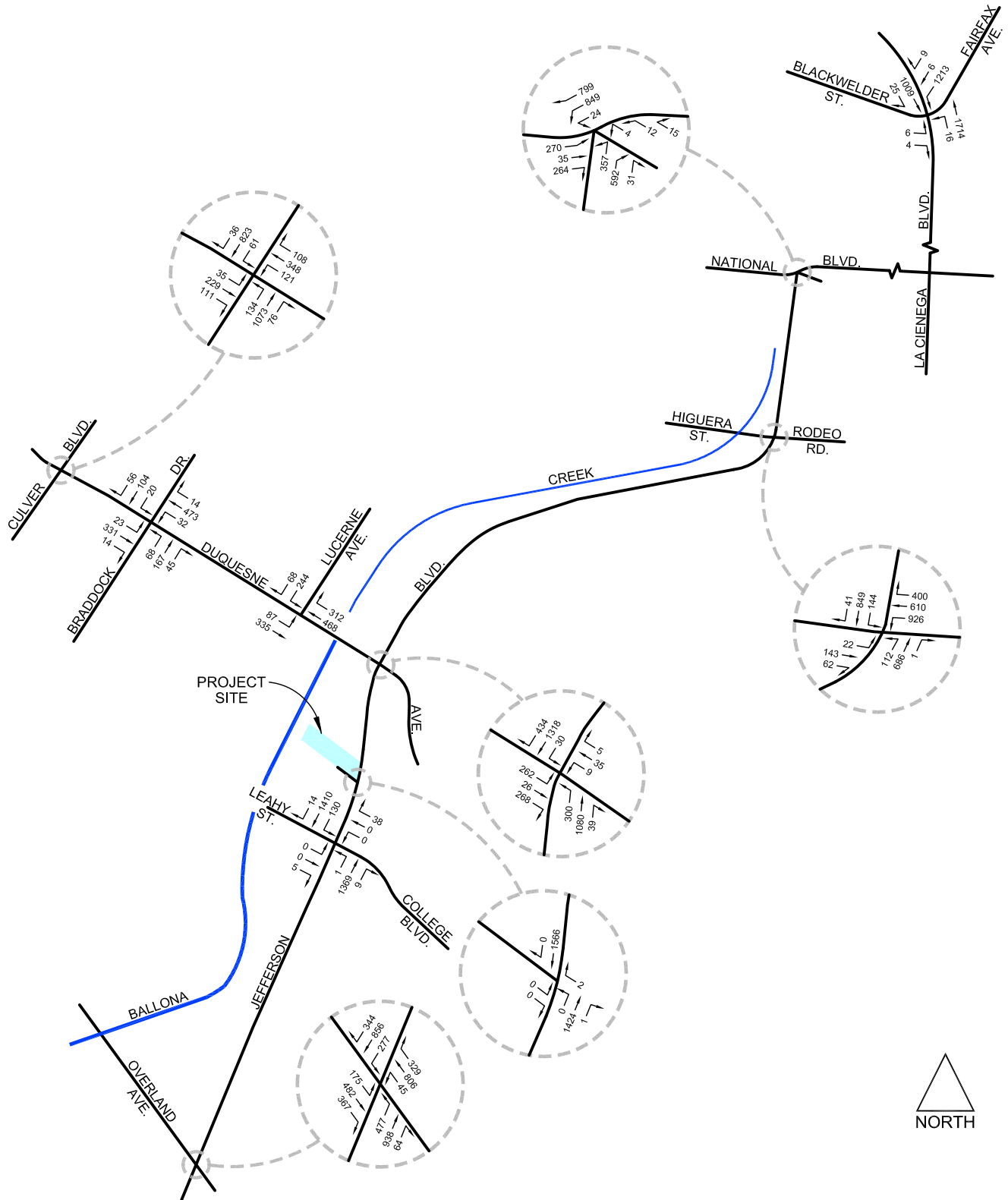


FIGURE 3(a)

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EXISTING (2016) TRAFFIC VOLUMES
AM PEAK HOUR



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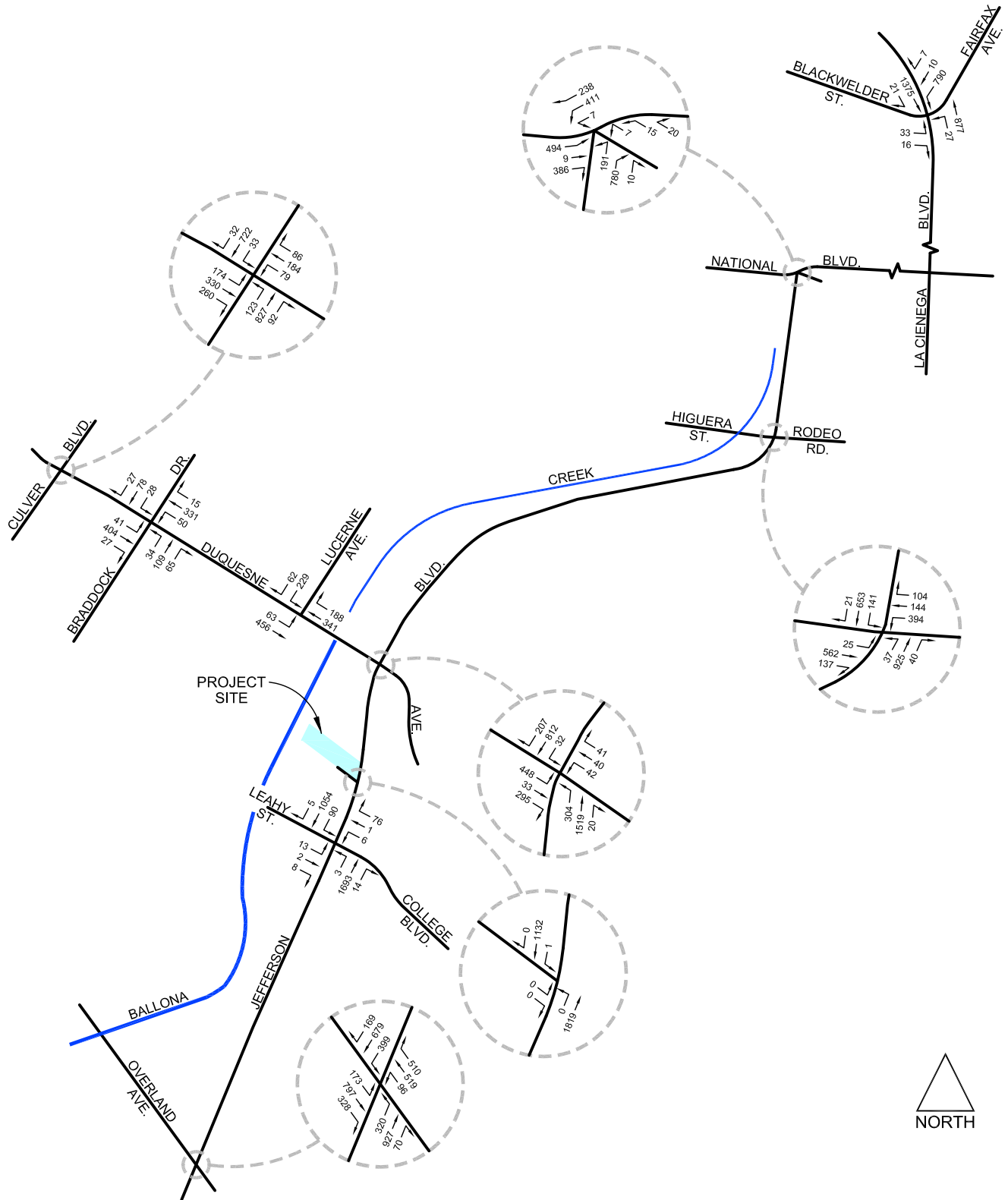


FIGURE 3(b)

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Jefferson(9919)Ofc\PM2016

EXISTING (2016) TRAFFIC VOLUMES
PM PEAK HOUR



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Analysis of Existing (2016) Traffic Conditions

An analysis of existing weekday AM and PM peak-hour traffic conditions was performed at the 10 study intersections listed below. These intersections were determined in consultation with the City of Culver City.

- o Duquesne Avenue & Culver Boulevard (Culver City)
- o Duquesne Avenue & Braddock Drive (Culver City)
- o Duquesne Avenue & Lucerne Avenue (Culver City)
- o Overland Avenue & Jefferson Boulevard (Culver City)
- o Leahy Street/College Boulevard & Jefferson Boulevard (Culver City)
- o Project Driveway & Jefferson Boulevard (Culver City)
- o Duquesne Avenue & Jefferson Boulevard (Culver City)
- o Jefferson Boulevard & Higuera Street/Rodeo Road (Los Angeles)
- o Jefferson Boulevard & National Boulevard (Los Angeles)
- o La Cienega Boulevard & Fairfax Avenue/Blackwelder Street (Culver City and Los Angeles)

The traffic analysis was performed through the use of established traffic engineering techniques. The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level

¹ Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 1 can be used to determine the applicable LOS.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	<u>Maximum Sum of Critical Volumes (VPH)</u>		
	<u>Two Phase</u>	<u>Three Phase</u>	<u>Four or More Phases</u>
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	-----Not Applicable-----		

Note:

- * For planning applications only, i.e., not appropriate for operations and design applications. Also, a computerized traffic signal coordination system, such as Automated Traffic Surveillance and Control (ATSAC), increases these values by approximately seven percent. With the addition of a further upgrade, such as Adaptive Traffic Control System (ATCS), an additional three percent increase in these values occurs.

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity

equates to the maximum value of Level of Service E for signalized intersections, as indicated in Table 1. For unsignalized intersections, an intersection capacity of 1,000 cars per hour was assumed in the analysis and applied to two ALL-WAY STOP controlled intersections – Duquesne Avenue/Braddock Drive and Duquesne Avenue/Lucerne Avenue.

The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table 2.

Table 2
Level of Service
As a Function of CMA Values

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Delay per Vehicle (sec / veh)</u>	<u>Definition</u>
A	0.000 - 0.600	<= 10	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	> 10 - 20	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 20 - 35	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 35 - 55	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	> 55 - 80	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

* Source: LADOT Traffic Study Policies and Procedures, June 2013.

By applying this analysis procedure to the study intersections, the CMA value and the corresponding LOS for existing (2016) traffic conditions were calculated, as shown in Table 3. The CMA calculation worksheets for existing conditions are included in Appendix E.

As shown in Table 3, relatively acceptable Levels of Service (LOS A to D) have been determined for most of the study intersections. The intersection of La Cienega Boulevard and Blackwelder Street/Fairfax Avenue, located north of the Project, is currently operating at LOS E during the morning peak hour.

Table 3
Critical Movement Analysis (CMA) Summary
Existing (2016) Traffic Conditions

<u>No.</u> <u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>
1. Duquesne Avenue & Culver Boulevard	0.671	B	0.591	A
2. Duquesne Avenue & Braddock Drive	0.842	D	0.758	C
3. Duquesne Avenue & Lucerne Avenue	0.867	D	0.810	D
4. Overland Avenue & Jefferson Boulevard	0.852	D	0.812	D
5. Leahy Street/College Boulevard & Jefferson Boulevard	0.487	A	0.603	B
6. Project Driveway & Jefferson Boulevard	0.453	A	0.537	A
7. Duquesne Avenue & Jefferson Boulevard	0.816	D	0.835	D
8. Jefferson Boulevard & Higuera Street/Rodeo Road	0.750	C	0.716	C
9. Jefferson Boulevard & National Boulevard	0.900	D	0.537	A
10. La Cienega Boulevard & Blackwelder Street /Fairfax Avenue	0.976	E	0.585	A

PROJECT TRAFFIC

The following section describes the methodology used to determine the trip generation, distribution and assignment of the Project. Driveway access and parking for the Project are also described in this section.

Trip Generation

Traffic-generating characteristics of many land uses, including the office uses proposed for the Project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the manual, Trip Generation, 9th Edition, 2012, published by ITE. The trip generation rates in the ITE manual are nationally recognized, and are used as the basis for most traffic studies conducted in the City of Culver City and the surrounding region.

Accordingly, for this analysis, the ITE Trip Generation rates were used to determine the daily, AM and PM peak-hour trips generated by the proposed uses. The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular Project, to be conservative, no adjustments to the traffic generation estimates were assumed in this study.

The results of the Project trip generation calculations are summarized in Table 4. As shown in this table, it is estimated that the Project will generate approximately 690 new trips per day at area intersections, including 98 AM and 93 PM peak-hour.

Table 4
Project Trip Generation

<u>ITE Code</u>	<u>Land-Use</u>		<u>Daily Trips</u>		<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>		<u>In</u>	<u>Out</u>	<u>Total</u>
<u>ITE Trip Generation Rates</u>										
710 Office	trips/1,000 sf		11.03	88%	12%	1.56		17%	83%	1.49
<u>Project Trip Generation</u>										
710 Office	62,558 sf		690	86	12	98		16	77	93

Trip Distribution

Estimation of the directional distribution of Project trips was the next step in the analytical process. This trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, areas from which employees of the Project uses would likely be attracted. In addition, the previously approved traffic study for the Project site dated June 2008 was referenced for the Project trip distribution pattern. Based on these factors, the overall Project distributions were determined, and are summarized in Table 5.

Table 5
Directional Trip Distribution

<u>Direction</u>	<u>Project</u>
North	25%
South	35%
East	25%
West	15%
Total	100%

Trip Assignment

The directional distribution percentages shown in Table 5 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to

be used to access the Project. These Project trip assignment percentages are presented in Figure 4 for the Project. These percentages were reviewed and approved by the City of Culver City.

Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table 4 for each of the proposed uses, net Project traffic volumes at the 10 study intersections were determined for the AM and PM peak hours, as shown in Figures 5(a) and 5(b), respectively.

Project Parking and Vehicular Access

Parking for the Project would be provided within a five level parking structure that would serve the Project uses. Vehicular access to parking would be provided via a signalized driveway on Jefferson Boulevard between Duquesne Avenue and Leahy Street/College Boulevard. The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with the City bicycle parking requirements and provide enough long-term and short-term bicycle stalls.

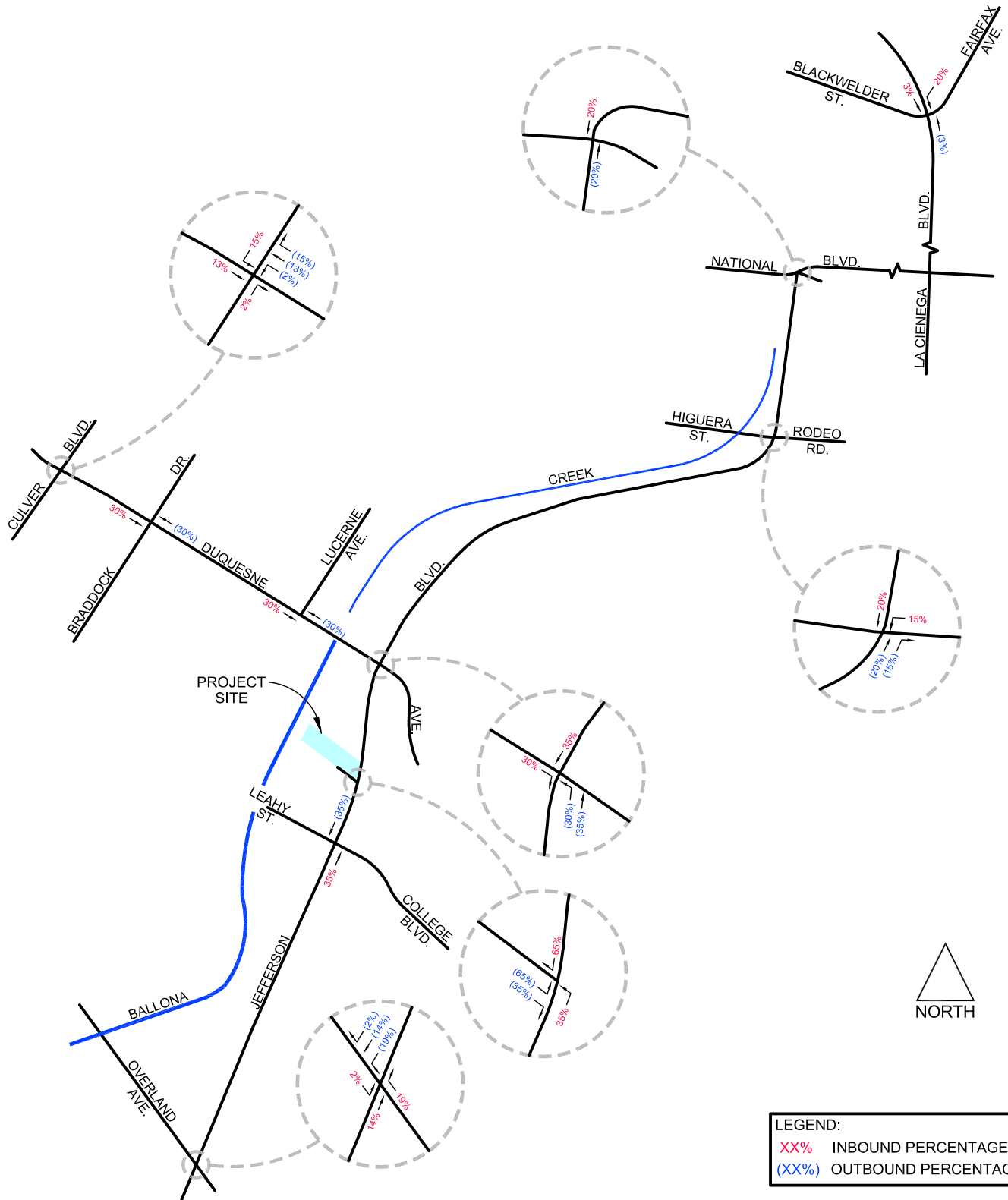


FIGURE 4

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PROJECT DISTRIBUTION PERCENTAGES



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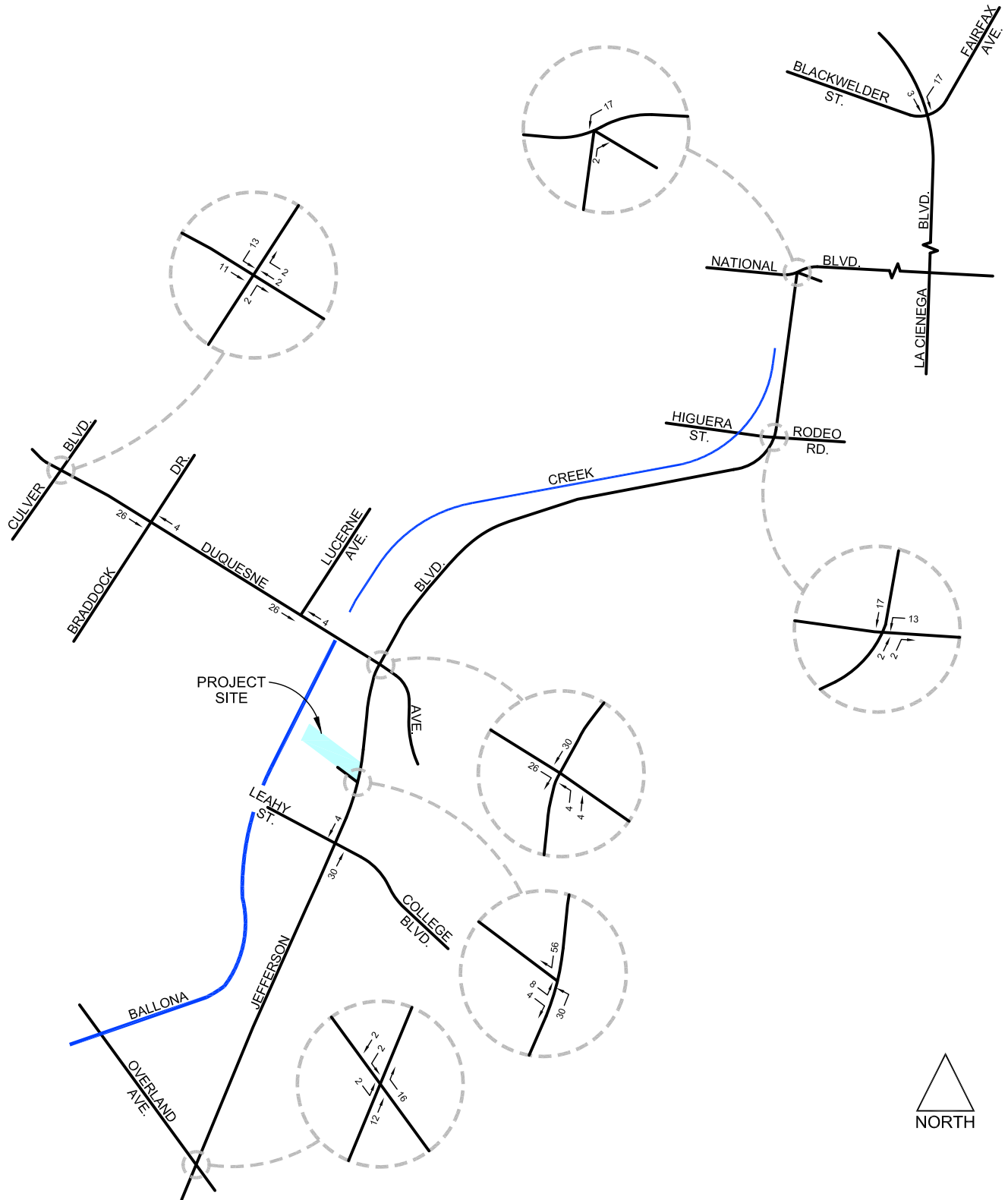


FIGURE 5(a)

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PROJECT ONLY VOLUMES
AM PEAK HOUR

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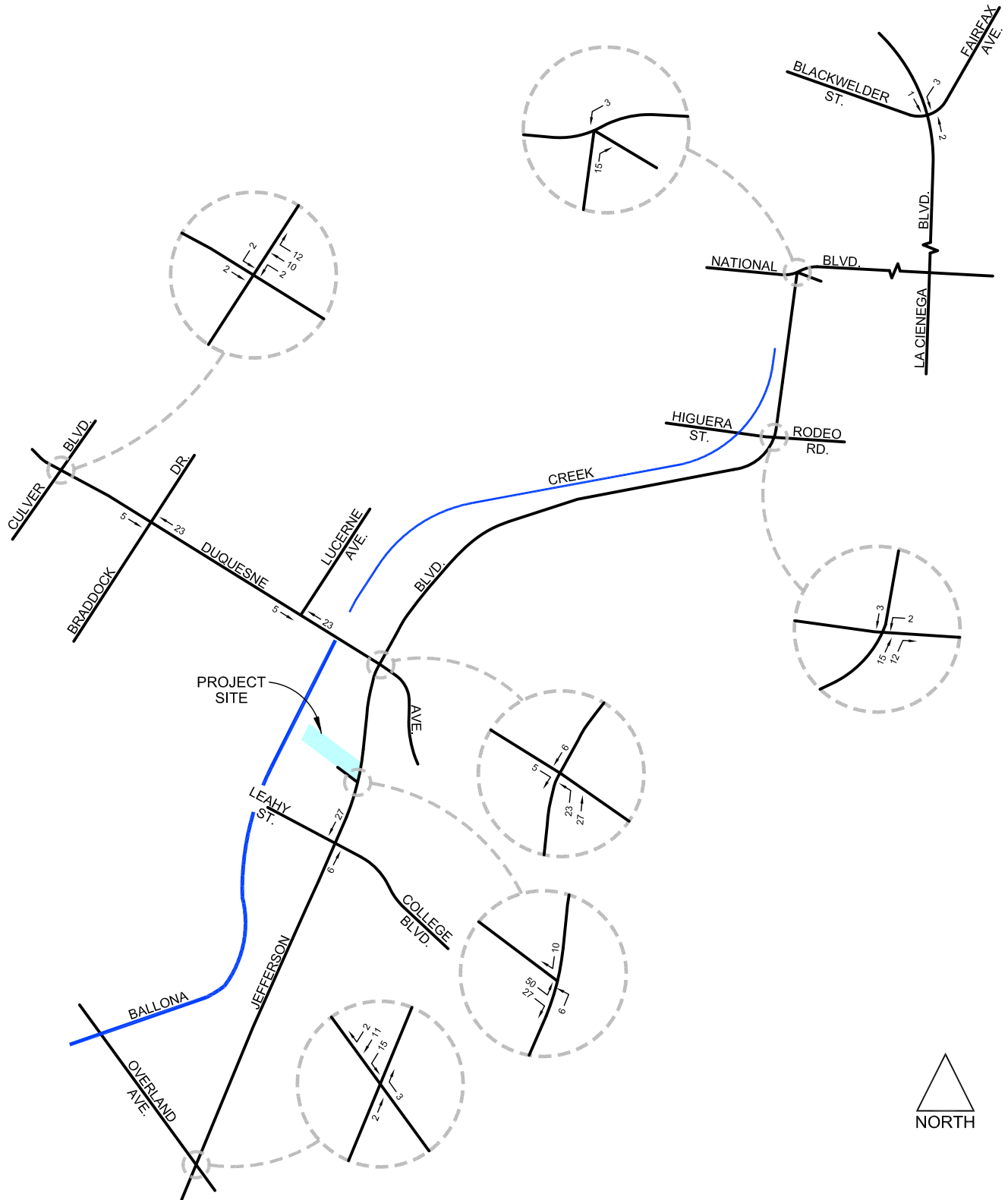


FIGURE 5(b)

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PM PEAK HOUR

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WITH PROJECT TRAFFIC CONDITIONS

This report analyzes the traffic conditions under the “Existing” and “Existing Plus Project” scenarios in addition to “Future Without Project” and “Future With Project” scenarios. This section analyzes these conditions to determine the Project traffic impacts under both the existing and future conditions.

Significant Traffic Impact Criteria

The Cities of Culver City and Los Angeles defines a significant traffic impact attributable to a Project based on a “stepped scale” with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to the City of Culver City policy, a significant impact is identified as an increase in the CMA value due to Project-related traffic of 0.020 or more when the final (with Project) Level of Service is LOS E or F, a CMA increase of 0.040 or more when the final Level of Service is LOS D, or a CMA increase of 0.050 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 6.

Table 6
City of Culver City Criteria for Significant Traffic Impact

<u>LOS</u>	<u>Final CMA Value</u>	<u>Project-Related Increase in CMA Value</u>
C	> 0.700 - 0.800	equal to or greater than 0.050
D	> 0.800 - 0.900	equal to or greater than 0.040
E, F	> 0.900	equal to or greater than 0.020

According to the City of Los Angeles Department of Transportation (LADOT) policy, a significant impact is identified as an increase in the CMA value due to Project-related traffic of 0.010 or more when the final (with Project) Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA

increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 7.

Table 7
Los Angeles Criteria for Significant Traffic Impact

<u>LOS</u>	<u>Final CMA Value</u>	<u>Project-Related Increase in CMA Value</u>
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Existing (2016) With Project Conditions

The analysis of existing traffic conditions at the study intersections for existing year (2016) was performed as described previously. The Existing intersection volumes for the AM, and PM peak hours were shown previously on Figures 3(a) and 3(b), respectively. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project shown in Figures 5(a) and 5(b) were then added to the Existing (2016) volumes to form the "Existing With Project" intersection volumes, as depicted on Figures 6(a) and 6(b). These volumes were used to determine traffic impacts directly attributable to the proposed Project.

Table 8 presents the results of the CMA and LOS analysis of the Existing (2016) and Existing With Project conditions. As shown in Table 8, one of the ten study intersections would be significantly impacted by Project traffic under Existing (2016) conditions – the intersection of Jefferson Boulevard and National Boulevard. (The CMA worksheets are included in Appendix E.) The mitigation measures proposed for this intersection are described in the Mitigation Measures section.

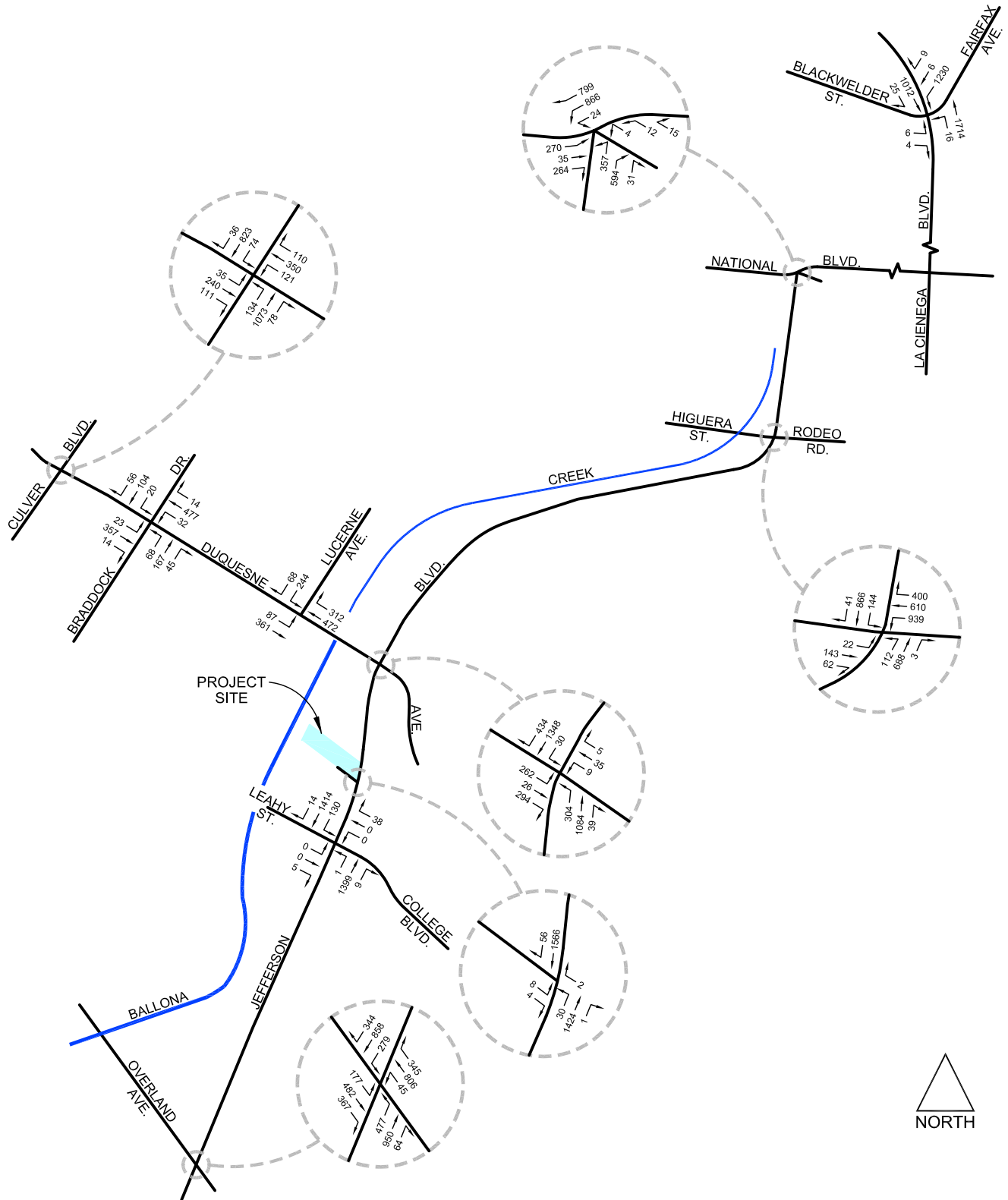


FIGURE 6(a)

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EXISTING (2016) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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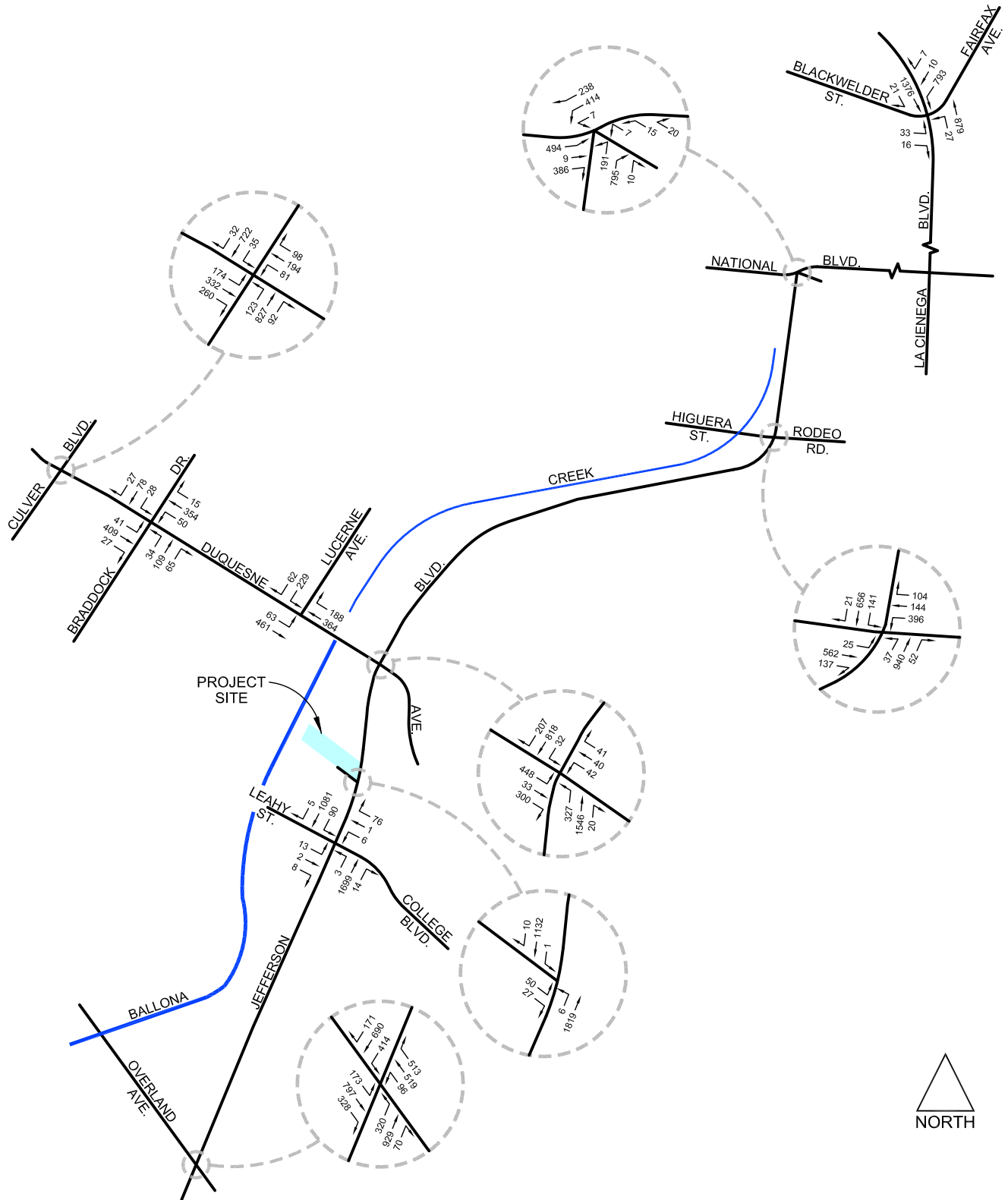


FIGURE 6(b)

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EXISTING (2016) TRAFFIC VOLUMES
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PM PEAK HOUR

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Table 8
CMA and LOS Summary
Existing (2016) With Project Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Duquesne Avenue & Culver Boulevard	AM	0.671	B	0.683	B	0.012
		PM	0.591	A	0.594	A	0.003
2.	Duquesne Avenue & Braddock Drive	AM	0.842	D	0.846	D	0.004
		PM	0.758	C	0.763	C	0.005
3.	Duquesne Avenue & Lucerne Avenue	AM	0.867	D	0.871	D	0.004
		PM	0.810	D	0.815	D	0.005
4.	Overland Avenue & Jefferson Boulevard	AM	0.852	D	0.854	D	0.002
		PM	0.812	D	0.819	D	0.007
5.	Leahy Street/College Boulevard & Jefferson Boulevard	AM	0.487	A	0.498	A	0.011
		PM	0.603	B	0.605	B	0.002
6.	Project Driveway & Jefferson Boulevard	AM	0.453	A	0.499	A	0.046
		PM	0.537	A	0.589	A	0.052
7.	Duquesne Avenue & Jefferson Boulevard	AM	0.816	D	0.847	D	0.031
		PM	0.835	D	0.844	D	0.009
8.	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.750	C	0.756	C	0.006
		PM	0.716	C	0.726	C	0.010
9.	Jefferson Boulevard & National Boulevard	AM	0.900	D	0.912	E	0.012 *
		PM	0.537	A	0.539	A	0.002
10.	La Cienega Boulevard & Blackwelder Street/Fairfax Avenue	AM	0.976	E	0.984	E	0.008
		PM	0.585	A	0.586	A	0.001

An * indicates a significant impact (City of Culver City and LADOT Revised Scale).

Future (2020) Without and With Project Conditions

A number of projects are either planned for development or under construction in the Project area. These “related projects” could contribute to traffic in and around the Project vicinity in the near future. For this reason, analysis of the future traffic has been expanded to include traffic that may be generated by yet undeveloped or unoccupied projects. In order to evaluate future traffic conditions in the Project area, an analysis of the existing (2016) traffic volumes was first conducted, as described previously. For the analysis of future conditions for the study year of 2020, an ambient growth factor of 1.0 percent per year, compounded annually, was applied to the existing volumes at the 10 study intersections.

The result provides the “baseline” traffic volumes for the analysis of future (2020) conditions. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the “Without Project” condition. Finally, Project traffic was analyzed as an incremental addition to the Future (2020) “Without Project” condition to determine the Future (2020) “With Project” condition.

Traffic Growth

Based on an analysis of the trends in traffic growth in the Hollywood Community over the last several years, an annual traffic growth factor of 1.0 percent for the area street system was applied, as approved by the City of Culver City. This growth factor was assumed to account for increases in traffic due to potential projects not yet proposed or projects outside the study area. Compounded

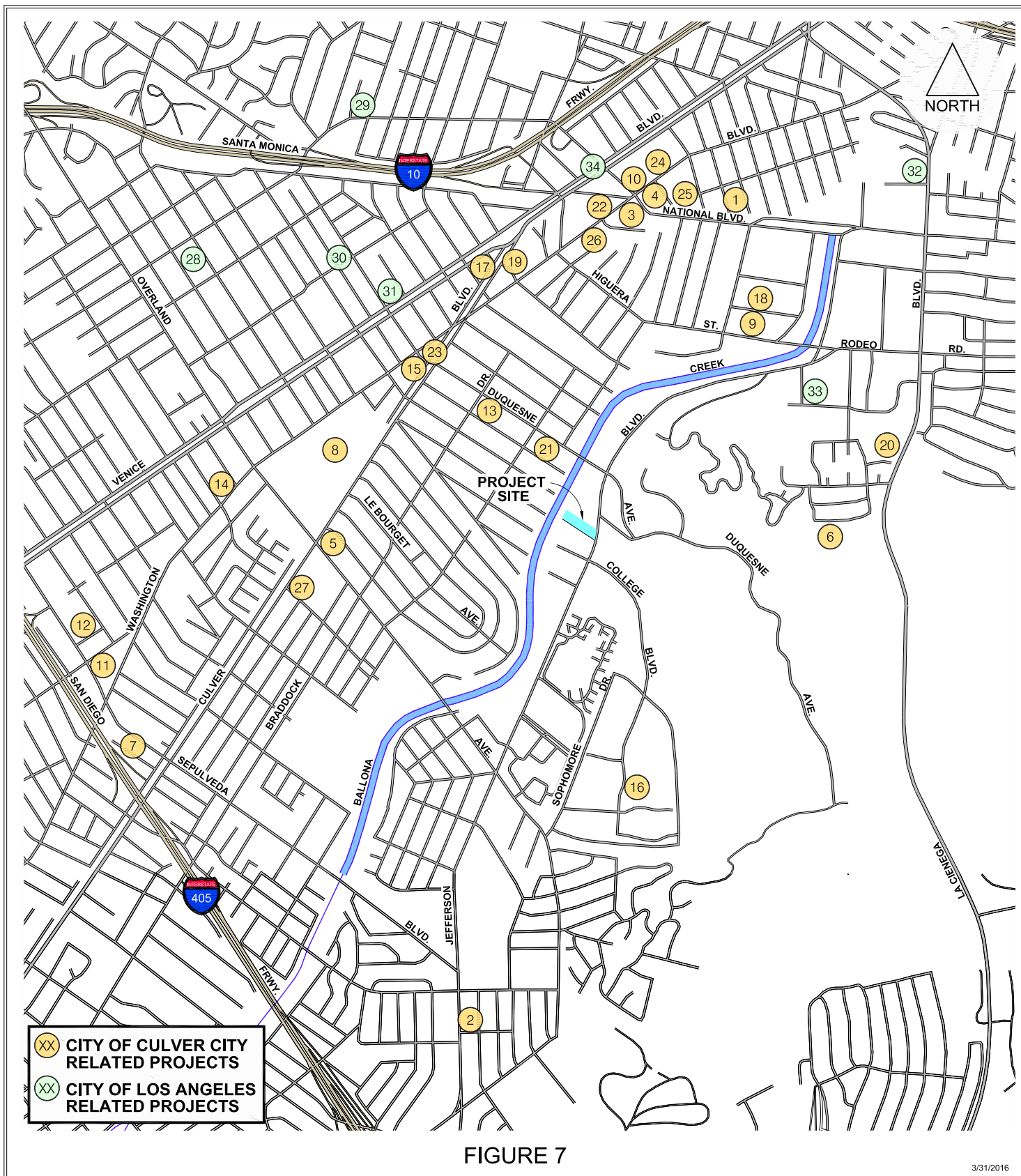
annually, the growth factor was applied to the existing traffic volumes to develop the estimated baseline volumes for the study year 2020.

Related Projects

In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study time frame were obtained from the City of Culver City, LADOT, Los Angeles Unified School District (LAUSD), and recent studies of projects in the area. A review of the information currently available indicated that a total of 34 projects within an approximate 1.5-mile radius of the Project could add traffic to the study intersections.

Some of the number of trips expected to be generated by the related projects were provided by LADOT and the EIR document of the recent studies of projects. Trip generation rates and equations used to calculate the rest of related projects trip generations are from Trip Generation, 9th Edition, 2012, published by ITE, which are included in Appendix D. The locations of these related projects are shown in Figure 7. The related project descriptions and their trip generation estimates are summarized in Table 9. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2020) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for Project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 8(a) and 8(b) for the AM and PM peak hours, respectively.



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RELATED PROJECTS LOCATION MAP



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Table 9
Related Projects Location, Description, and Trip Generation

Project Name	ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	AM PK HR			PM PK HR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Culver City										
1. Caroline Condominium	3440 Caroline Avenue ^[1]	2 du	Caroline Condominiums	12	0	1	1	1	0	1
2. New single story Retail/Office	5450 Sepulveda Boulevard ^[2]	14,800 sf	Retail	632	9	5	14	26	29	55
3. Washington/Landmark TOD	8810-8850 Washington Boulevard ^[1]	41,745 sf	Shopping Center	3946	83	27	110	60	111	171
4. Access Culver City Mixed Use TOD	8770 Washington Boulevard ^[1]	38,732 sf	Office							
		115 du	Aapartment	2914	69	85	154	150	125	275
		31,240 sf	Shopping Center							
5. Union 76	10638 Culver Boulevard ^[1]	2,676 sf	Gas Station with Convenience Store	2700	101	97	198	122	121	243
6. Stoneview Nature Center	5950 Stoneview Drive ^[2]	4,000 sf	Community Center with Park	135	5	3	8	5	6	11
7. Westside Brake and Tires	4215 Sepulveda Boulevard ^[2]	2,068 sf	Car Repair	51	4	2	6	4	5	9
		(2,068) sf	Retail to be removed	(88)	(1)	(1)	(2)	(4)	(4)	(8)
				(37)	3	1	4	0	1	1
8. Sony Expansion	10202 Washington Boulevard ^[3]	218,450 sf	Office	n/a	n/a	n/a	184	n/a	n/a	122
		51,716 sf	Service Building							
9. Willows School Comprehensive Plan	8509 Higuera Street ^[2]	150 st	School Expansion	243	45	36	81	12	12	24
10. Expo LRT	Washington Boulevard & National Boulevard ^[4]	n/a	Light Rail Station - Phase II	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11. 11198 Washington Place	11198 Washington Place ^[2]	3,850 sf	Shopping Center	164	2	2	4	7	7	14
12. Chevron Car Wash	11197 Washington Place ^[2]	2,500 sf	Convenience Store	n/a	39	39	78	42	44	86
		1,673 sf	Car Wash	n/a	6	6	12	12	12	24
		(2,173) sf	Retail & Car Repair to be removed	(93)	(1)	(1)	(2)	(4)	(4)	(8)
				(93)	44	44	88	50	52	102
13. 4109-4111 Duquesne Ave	4109-4111 Duquesne Avenue ^[1]	2 du	Apartment	20	1	1	2	1	1	2
14. Culver Center Shopping Center	10799 Washington Boulevard ^[2]	2,000 sf	Restaurant	254	12	10	22	12	8	20
15. SPP Site Renovation	10000 Washington Boulevard ^[5]	260,066 sf	Office	12	(67)	(30)	(98)	15	(20)	(4)
		9,960 sf	Quality Restaurant							
		4,835 sf	High-Turnover Restaurant							
		6,961 sf	General Retail							
		3,687 sf	Health/Fitness Club							
16. West Los Angeles College Master Plan	9000 Overland Ave ^[6]	92,000 sf	West Los Angeles College Expansion	8742	477	134	611	280	236	516
17. Fresh Paint	9355 Culver Boulevard ^[1]	2,947 sf	Shopping Center	63	8	1	9	2	7	9
		4 du	Apartment							
18. Warner Parking Structure	8511 Warner Drive ^[1]	51,520 sf	Shopping Center	3112	94	76	170	116	109	225
19. Parcel B	9300 Culver Boulevard ^[1]	118,000 sf	Office, Retail and Restaurant	4766	249	155	404	199	225	424
20. Lenawee-Culver Place	3814 Lenawee Avenue ^[1]	8 du	Single Family Housing	216	3	5	8	6	4	10
		95 du	Assisted Living							
21. Condominium	4241 Duquesne Avenue ^[1]	3 du	Condominium	13	0	1	1	1	1	2
		(1) du	Single Family Housing to be removed							
22. Ivy Station - Washington/National TOD	8824 National Boulevard ^[7]	10,000 sf	High-Turnover Restaurant	4124	173	83	256	127	174	301
		10,000 sf	Quality Restaurant							
		200 du	Apartment							
		148 rm	Hotel							
		201,000 sf	Office							
		24,000 sf	Retail							

Table 9 (continued)
Related Projects Location, Description, and Trip Generation

Project Name	ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	AM PK HR			IN	PM PK HR		
					IN	OUT	TOTAL		IN	OUT	TOTAL
23. Jazz Bakery	9814 Washington Boulevard ^[1]	200 st	Performance Theater	n/a	n/a	n/a	n/a	2	2		4
		7,500 sf	Museum and Bakery								
24. Surfas Site	8777 Washington Boulevard ^[1]	80 du	Apartment	561	43	26	69	35	64		99
		29,343 sf	Office								
		15,065 sf	Retail								
25. Lorcan O'Herlihy Architects	3434 Wesley Street ^[1]	15 du	Apartment	100	2	6	8	6	3		9
		14,237 sf	Office	157	19	3	22	4	17		21
				257	21	9	30	10	20		30
26. ICC site	8888 Washington Boulevard ^[5]	63,600 sf	Office	1318	77	11	88	36	104		140
		8,350 sf	Shopping Center								
27. Wende Museum	10808 Culver Boulevard ^[2]	12,596 sf	Museum	n/a	3	1	4	0	2		2
City of Los Angeles											
28.	3425 S Motor Avenue ^[8]	115 du	Apartment	651	6	39	45	33	15		48
		975 sf	Retail								
29.	9815 W National Boulevard ^[8]	12 fuel	Gas Station with Convenience Market	977	30	30	61	52	52		105
30.	3822 S Dunn Drive ^[8]	86 du	Apartment	543	9	33	42	32	18		50
31.	9829 Venice Boulevard ^[8]	865 sf	Coffee Shop with Drive-through	289	25	24	49	4	5		9
32.	3221 S La Cienega Boulevard ^[8]	1,218 du	Apartment	10136	319	419	737	467	382		849
		n/a sf	Other								
33.	3640 S Holdrege Avenue ^[9]	25,032 sf	Office	187	19	12	31	14	15		29
34.	8900 W National Boulevard ^[8]	180 rm	Hotel	1589	67	47	114	57	60		117
		16,456 sf	Retail								
		7,330 sf	Restaurant								

Source:

- [1] Project description from the City of Culver City database; trip generation from Traffic Impact Analysis for Ivy Station Washington and National Mixed Use Transit Oriented Development.
- [2] Project description from the City of Culver City database; trip generation based on ITE rates.
- [3] Sony Pictures Entertainment Jimmy Stewart Building Expansion Traffic Access Study, Crain & Associates, March 21, 2014.
- [4] Mid-City/Exposition LRT Project Final EIS/EIR, 2005; No trip generations available; referenced individual intersection project volumes from Figures 3.2-20 to 3.2-26.
- [5] Project description and trip generation from the City of Culver City database.
- [6] West Los Angeles College 2009 Facilities Master Plan Supplemental Environmental Impact Report, March 2010.
- [7] Traffic Impact Analysis for Ivy Station Washington and National Mixed Use Transit Oriented Development, Kimley-Horn and Associates, Inc., November 2015.
- [8] Projects from the City of Los Angeles Department of Transportation database.
- [9] Daily, AM and PM trip generation from the City of Los Angeles Department of Transportation database; Inbound/outbound split not provided, assumed ITE LU 710 AM and PM inbound/outbound percentages.

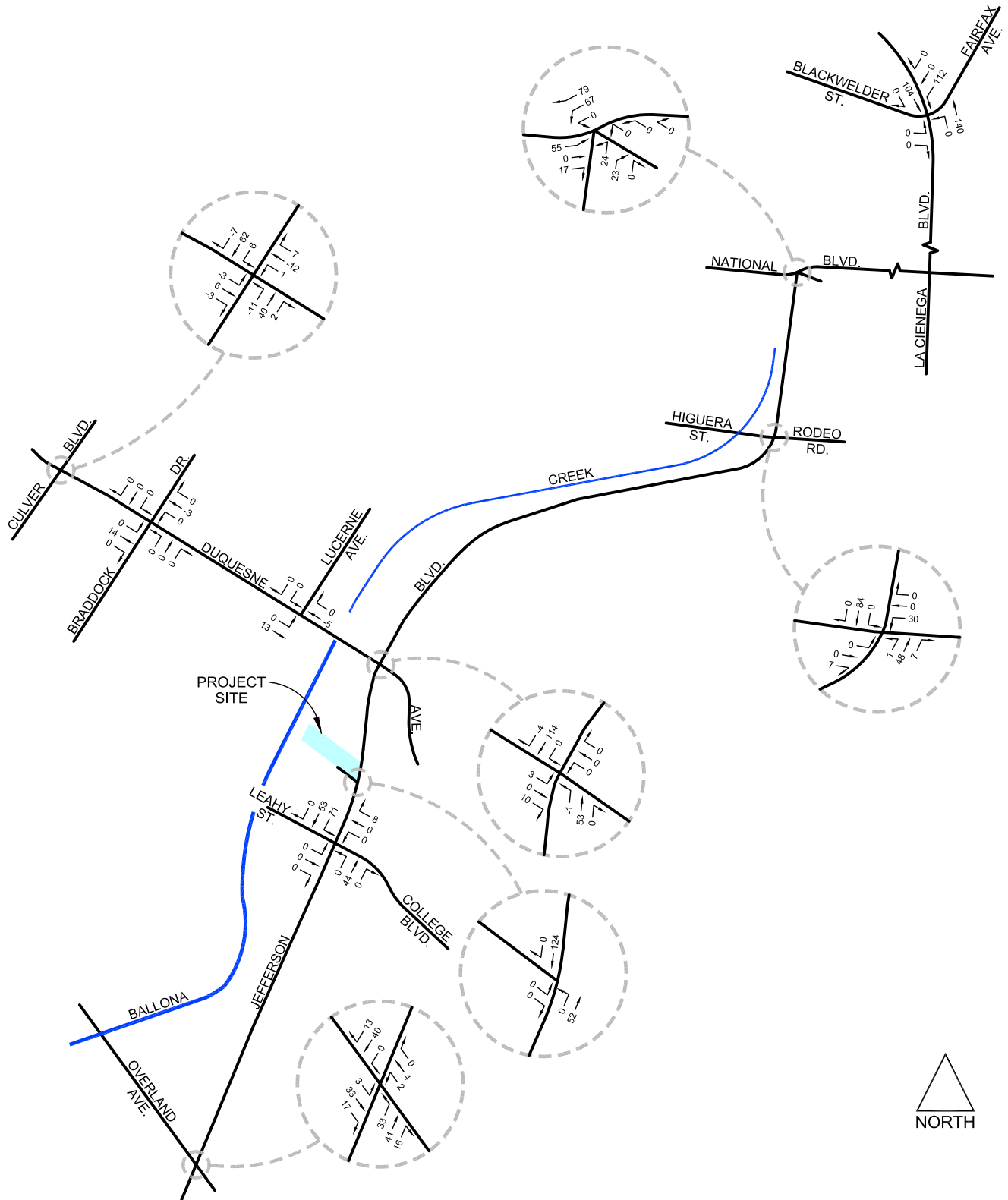


FIGURE 8(a)

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TOTAL RELATED PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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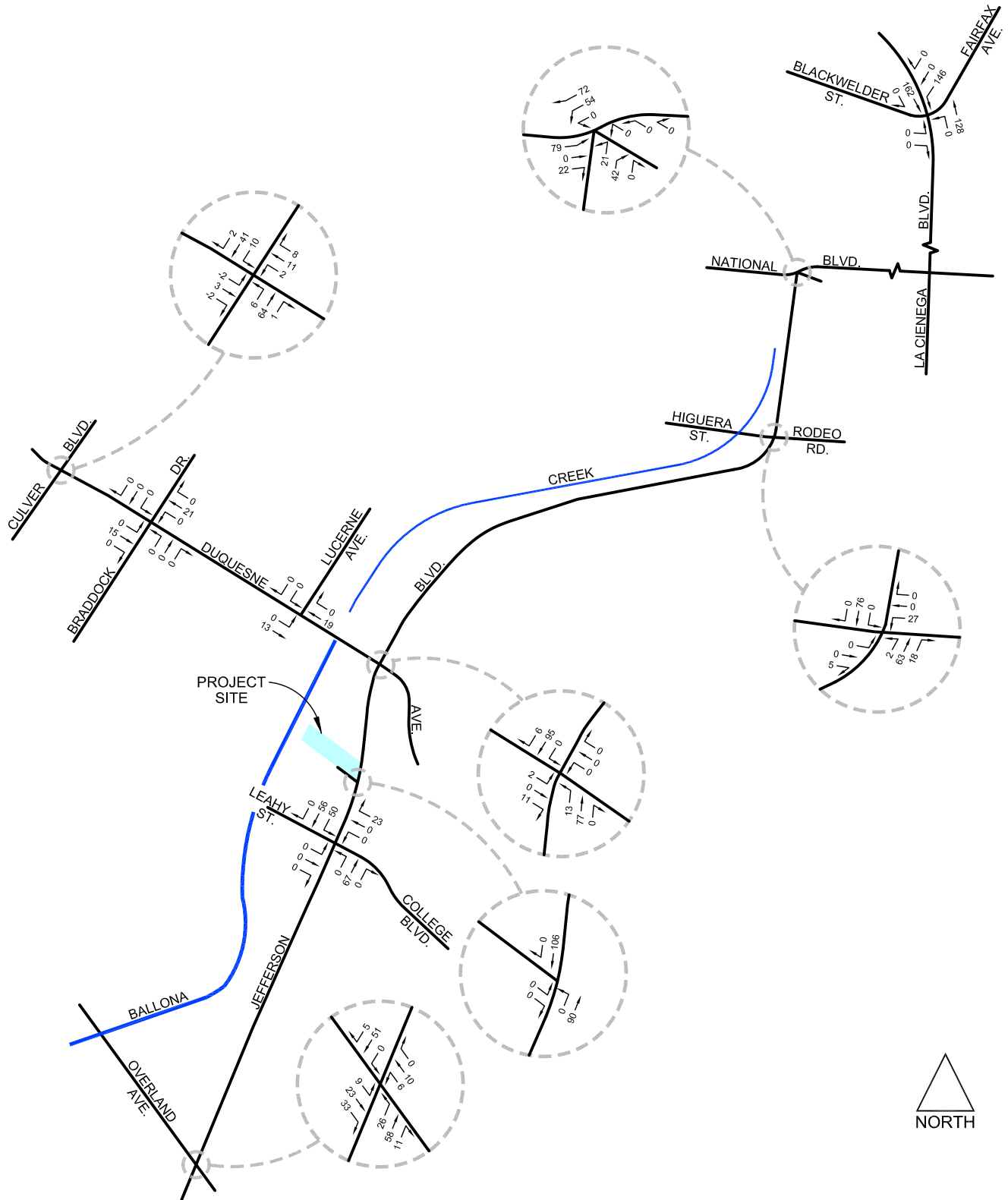


FIGURE 8(b)

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TOTAL RELATED PROJECT TRAFFIC VOLUMES PM PEAK HOUR



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Highway System Improvements

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. All of the signalized study intersections located in the City of Los Angeles are now operating under the City of Los Angeles' Adaptive Traffic Control System (ATCS), in addition to the previously implemented ATSAC (Automated Traffic Surveillance and Control) System. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system, and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed and the upgraded ATCS system is able to increase capacity by another three percent for a total intersection capacity increase of ten percent. To be conservative, all signalized intersections located in the City of Culver City are assumed to be ATSAC signal system. These intersection capacity improvements have been incorporated in the analysis of existing (2016) and future (2020) traffic conditions.

In order to accurately forecast future (2020) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. No street improvement near the Project site within the City of Culver City is identified. A review of the City of Los Angeles Bureau of Engineering's "Uniform Project Reporting System" website found no street improvement projects that could affect any other study intersections or future year analyses.

Analysis of Future (2020) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future Project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail.

Future (2020) baseline traffic volumes for the without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2020) Without Project traffic volumes are illustrated in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

Net Project volumes [Figures 5(a) and 5(b)] were then combined with the Future (2020) Without Project traffic volumes to develop the Future (2020) With Project volumes, which were used to determine traffic impacts directly attributable to the Project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures 10(a) and 10(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 10. As shown in Table 10, two of the ten study intersections would be significantly impacted by Project traffic under Future (2020) conditions. (The CMA worksheets are included in Appendix E.) The mitigation measures proposed for these intersections are described in the Mitigation Measures section.



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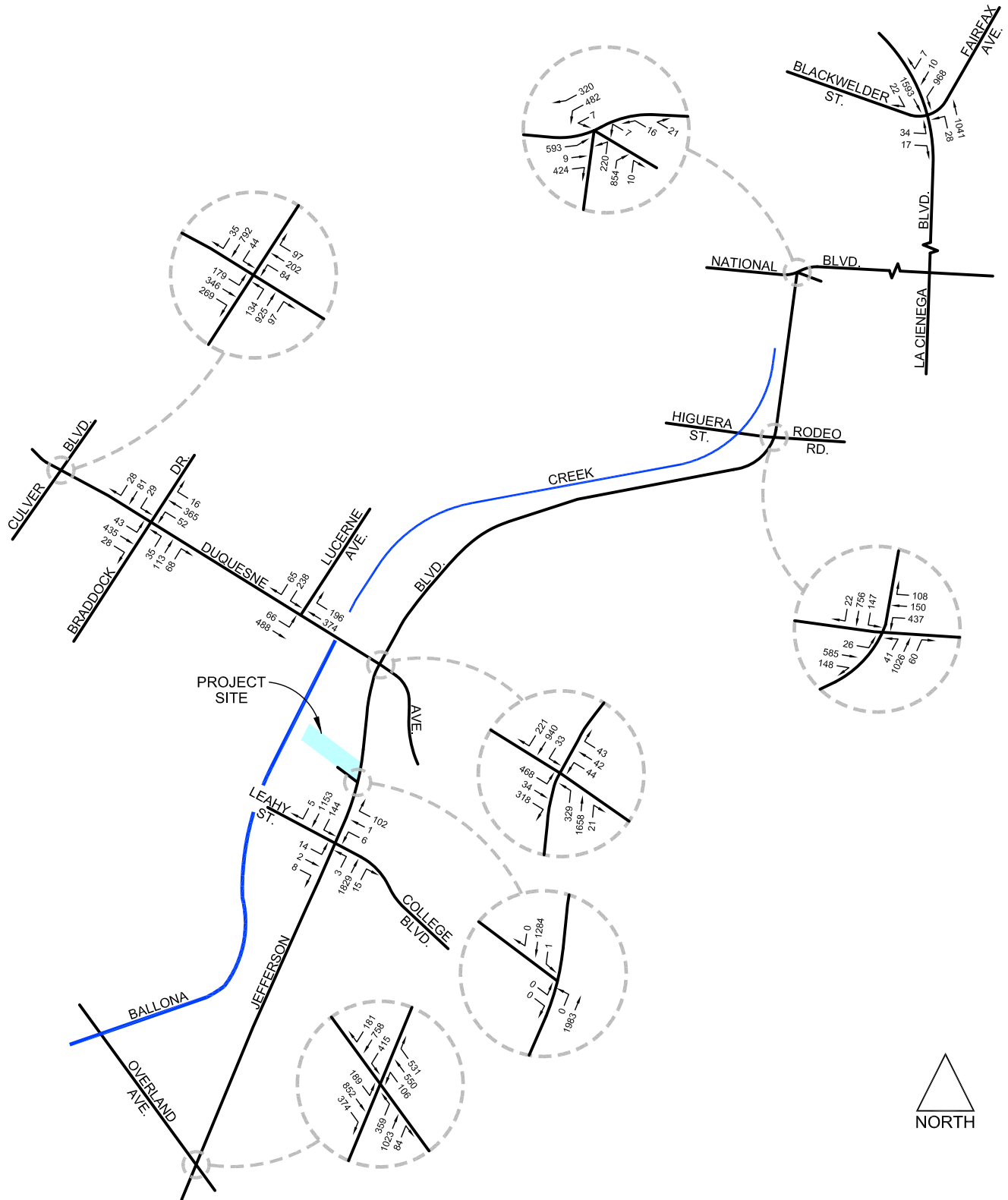


FIGURE 9(b)

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FUTURE (2020) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



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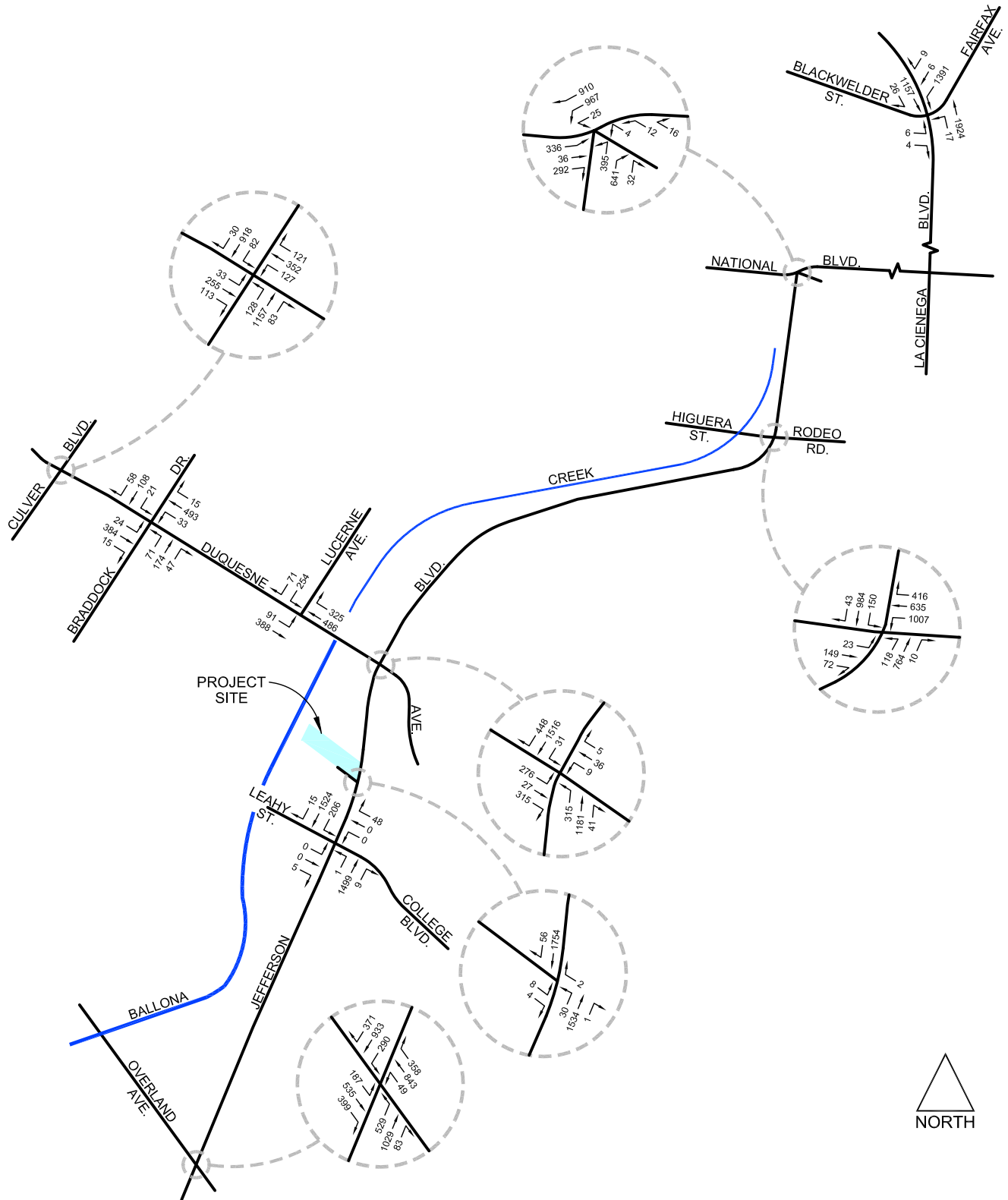


FIGURE 10(a)

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FUTURE (2020) TRAFFIC VOLUMES WITH PROJECT AM PEAK HOUR



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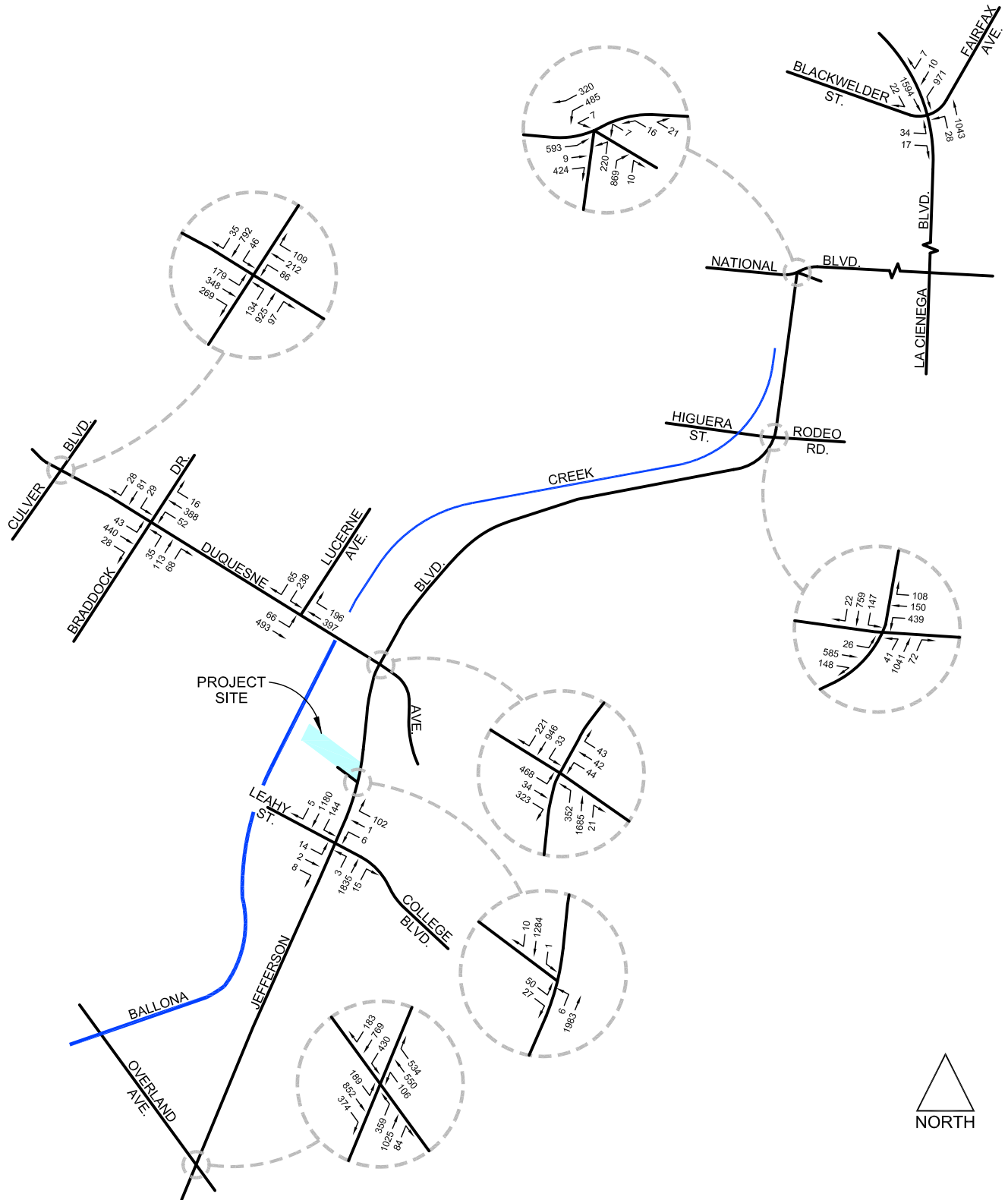


FIGURE 10(b)

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FUTURE (2020) TRAFFIC VOLUMES WITH PROJECT PM PEAK HOUR



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Table 10
Critical Movement Analysis (CMA) Summary
Future (2020) Traffic Conditions - Without and With Project

No.	Intersection	Peak Hour	Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact
1.	Duquesne Avenue & Culver Boulevard	AM	0.709	C	0.721	C	0.012
		PM	0.646	B	0.651	B	0.005
2.	Duquesne Avenue & Braddock Drive	AM	0.874	D	0.878	D	0.004
		PM	0.803	D	0.808	D	0.005
3.	Duquesne Avenue & Lucerne Avenue	AM	0.898	D	0.902	E	0.004
		PM	0.857	D	0.862	D	0.005
4.	Overland Avenue & Jefferson Boulevard	AM	0.922	E	0.924	E	0.002
		PM	0.886	D	0.893	D	0.007
5.	Leahy Street/College Boulevard & Jefferson Boulevard	AM	0.553	A	0.564	A	0.011
		PM	0.674	B	0.676	B	0.002
6.	Project Driveway & Jefferson Boulevard	AM	0.516	A	0.561	A	0.045
		PM	0.592	A	0.643	B	0.051
7.	Duquesne Avenue & Jefferson Boulevard	AM	0.898	D	0.929	E	0.031 *
		PM	0.901	E	0.910	E	0.009
8.	Jefferson Boulevard & Higuera Street/Rodeo Road	AM	0.816	D	0.822	D	0.006
		PM	0.789	C	0.800	D	0.011
9.	Jefferson Boulevard & National Boulevard	AM	1.025	F	1.037	F	0.012 *
		PM	0.646	B	0.648	B	0.002
10.	La Cienega Boulevard & Blackwelder Street/Fairfax Avenue	AM	1.113	F	1.119	F	0.006
		PM	0.706	C	0.708	C	0.002

An * indicates a significant impact (City of Culver City and LADOT Revised Scale).

Regional Traffic Impact Analysis Per Congestion Management Plan (CMP)

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, Proposition 111 enacted the Congestion Management Program (CMP) in 1990. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the MTA, the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County. The Level of Service at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP monitoring intersections be analyzed where a Project would likely add 50 or more trips during the peak hours. The nearest such intersections are Venice Boulevard/Overland Avenue and La Cienega Boulevard/Jefferson Boulevard, located approximately one mile west and northeast of the Project, respectively. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to these CMP intersections. It is estimated that the Project would generate at most 13 trips (11 inbound, 2 outbound) during the AM peak hour and 12 trips (2 inbound, 10 outbound) during the PM peak hour at the intersection of Venice Boulevard/Overland Avenue. At the intersection of La Cienega Boulevard/Jefferson Boulevard, the Project is expected to contribute at most 25 trips (22 westbound, 3 eastbound) during the AM peak hour and 23 trips (4 westbound, 19 eastbound) during the PM peak hour. As

these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a Project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segment is the Santa Monica Freeway (I-10) east of Overland Avenue and the San Diego Freeway (I-405) north of Venice Boulevard. Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 98 trips during the AM peak hour (86 inbound, 12 outbound) and 93 trips during the PM peak hour (16 inbound, 77 outbound) to the adjacent street system. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

Freeway Impact Screening Analysis

Per First Amendment to the Agreement between LADOT and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015, a detailed freeway analysis is required for land use proposals that meet any of the following criteria:

- o The project's peak hour trips would results in a 1-percent or more increase to the freeway mainline capacity of a freeway segment operating at level-of-service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- o The project's peak hour trips would result in a 2-percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- o The project's peak hour trips would result in a 1-percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

- o The Project's peak hour trips would result in a 2-percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

The Project trips along I-10 Freeway and I-405 Freeway mainlines were analyzed and the results are included in Table 11. As shown in Table 11, the Project's peak hour trips would result in less than 1% increase to the freeway mainline capacity. Therefore, a freeway mainline impact analysis is not required.

Table 11
Freeway Mainline Screening Analysis

<u>Mainline Segment</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Mainline Capacity</u>	<u>by Project</u>		<u>Percentage For Screening*</u>	<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		
I-10 Fwy	Westbound	13	2	4	8000	0.2%	0.0%	1.00%	No
e/o Washington Blvd.	Eastbound	2	12	4	8000	0.0%	0.2%	1.00%	No
I-405 Fwy	Northbound	13	2	5	10000	0.1%	0.0%	1.00%	No
s/o Centinela Ave.	Southbound	2	12	5	10000	0.0%	0.1%	1.00%	No

The freeway off-ramps that the Project traffic traveling the most are I-10 Freeway and I-405 Freeway off-ramps, which were analyzed and the results are included in Table 12. As shown in Table 12, both these two off-ramps operate at LOS A. As the Project's peak hour trips would only result in less than 2% increase to the freeway off-ramp capacity, therefore, a freeway off-ramp impact analysis is not required.

Table 12
Freeway Ramp Screening Analysis

<u>Off-Ramp Location</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Ramp Capacity</u>	<u>by Project</u>		<u>Percentage For Screening*</u>	<u>Ramp Operation</u>		<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		<u>Volumes</u>	<u>LOS</u>	
I-10 Fwy WB Off-Ramp to Washington Blvd.	WB	11	2	1	850	1.3%	0.2%	1.00%	249	LOS A**	No
I-405 Fwy NB Off-Ramp to Sepulveda Blvd.	NB	9	2	1	850	1.1%	0.2%	1.00%	402	LOS A**	No

* Criteria for freeway mainline segments and off-ramps operating at LOS E or F per *Agreement Between City of Los Angeles and Caltrans District 7 On Freeway Impact Analysis Procedure*, December 2015.

** See freeway ramp counts in Appendix F.

Bicycle & Pedestrian Network

The City of Culver City Bicycle & Pedestrian Master Plan was adopted by City Council on November 8, 2010 and BPA approval received on March 29, 2012. This bicycle and pedestrian master plan is the City's first comprehensive plan for bicycling and walking. In addition to existing Ballona Creek Bike Path along northern boundary of the Project site, there are several bicycle improvements proposed in the City's bicycle network in the Project vicinity:

- o Jefferson Boulevard – Add Sharrows along both sides of Jefferson Boulevard between Overland and northeast of Duquesne Avenue. This improvement is ranked #4 on the City's priority list for bicycle and pedestrian improvement projects.
- o Duquesne Avenue – Add Sharrows between Braddock Drive and Jefferson Boulevard. This corridor serves as a primary way for cyclists to move to and from the Ballona Creek Bike Path, Downtown, and to those accessing West LA College and Culver City Park. This is a second tier project on the City's priority list for bicycle and pedestrian improvement projects.

In the Project vicinity, the proposed bicycle facilities would improve bicycle mobility of the area, at the same time the current lane configurations of the street intersections would not be affected. The proposed Project would be responsible for partial restriping of Jefferson Boulevard for added Sharrows at the Project frontage along Jefferson Boulevard.

MITIGATION MEASURES

Project impacts at ten intersections in the area surrounding the Project, on the CMP network of roadways and on the freeway mainline and ramp system were analyzed in this study. As indicated in the preceding analyses, the Project is expected to significantly impact one of the study intersections – Jefferson Boulevard/National Boulevard under the existing (2016) conditions, and two study intersections - Duquesne Avenue/Jefferson Boulevard and Jefferson Boulevard/National Boulevard under the future (2020) conditions. In order to mitigate the potential traffic impacts, the following mitigation measures are recommended and considered for implementation by the Project.

Duquesne Avenue and Jefferson Boulevard – This and another project each has a stand-alone and cumulative impact at this intersection. As such, Culver City requires the widening of Duquesne Avenue by eight feet in order to accommodate a left, left/through, a right-turn and bicycle lanes in each direction. The bicycle lanes will allow the Jefferson Boulevard to Duquesne Avenue bicycle link from this development to the Ballona Creek and to downtown. The City's estimate of the design and construction for this work is at \$500,000. Considering there are two projects contributing to the impact, this Project will be required to pay 50% of the cost or up to \$250,000. The City has available right-of-way for the widening. Parking on the Ballona Creek bridge will be eliminated to accommodate southbound queuing at the intersection.

Jefferson Boulevard and National Boulevard – The signal system in the vicinity of the intersection of Jefferson Boulevard and National Boulevard shall be upgraded by the Project. The installation of the signal system improvements is estimated

to reduce the volume to capacity ratio at this intersection by 1 percent. The signal system improvements include:

- o Upgrading three cameras at intersections of Jefferson Boulevard/National Boulevard, Jefferson Boulevard/La Cienega Boulevard and La Cienega Boulevard/Rodeo Road.
- o Replacing 2.3 miles of existing fiber, and covert fiber from Multi mode to Single mode from the intersection of Rodeo Road and La Cienega Boulevard to the hub.
- o Installing a new camera on Higuera Street near the intersection of Jefferson Boulevard and Rodeo Road.

LADOT prepared a cost estimate for these signal improvements. Based on LADOT's estimation, the total cost of these signal system improvements is approximately \$95,000 plus 10% contingency. Therefore, the Project would make a payment to LADOT in the amount of \$104,500 to be used to install these improvements.

In addition, the Project will modify the traffic signal installation, signal detection, signal intersection and striping of Jefferson Boulevard from east of College Boulevard to the Project's reconstructed driveway to the satisfaction of the City.

Implementation of the proposed mitigation measures will mitigate the Project significant impacts to less than a significant level at the intersections of Duquesne Avenue/Jefferson Boulevard and Jefferson Boulevard/National Boulevard. The results of the "With Mitigation" traffic scenario are summarized in Table 13. As shown in Table 13, implementation of the recommended improvements will reduce the Project's significant traffic impacts to less than significant levels at the intersection of Jefferson Boulevard and National Boulevard under both the existing (2016) and future (2020) conditions, and at the intersection of Duquesne Avenue and Jefferson Boulevard under the future (2020) conditions.

Table 13
Critical Movement Analysis (CMA) Summary
Existing (2016) and Future (2020) Traffic Conditions - Without and With Mitigation

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing (2016)</u>								
			<u>WO Project</u>		<u>With Project</u>				<u>WP + Mitigation</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>		<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
9.	Jefferson Boulevard & National Boulevard	AM	0.900	D	0.912	E	0.012	*	0.902	E	0.002
		PM	0.537	A	0.539	A	0.002		0.529	A	-0.008
		<u>Peak Hour</u>	<u>Future (2020)</u>								
			<u>WO Project</u>		<u>With Project</u>				<u>WP + Mitigation</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>		<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
7.	Duquesne Avenue & Jefferson Boulevard	AM	0.898	D	0.929	E	0.031	*	0.819	D	-0.079
		PM	0.901	E	0.910	E	0.009		0.758	C	-0.143
9.	Jefferson Boulevard & National Boulevard	AM	1.025	F	1.037	F	0.012	*	1.027	F	0.002
		PM	0.646	B	0.648	B	0.002		0.638	B	-0.008

An * indicates a significant impact (City of Culver City and LADOT Revised Scale).

SYNCHRO QUEUEING ANALYSIS

A Synchro Queuing Analysis was conducted to address the increasing traffic concerns of the potential delay for the Culver City transit buses entering/exiting the City Transportation Yard along Jefferson Boulevard slightly northeast of the Project site, and excessive queueing of the Jefferson Boulevard eastbound left-turn and Duquesne Avenue southbound left-turn at the intersection of Jefferson Boulevard/Duquesne Avenue. Synchro traffic simulation analysis was conducted along Jefferson Boulevard between the Project driveway and Duquesne Avenue, and along Duquesne Avenue between Culver Boulevard and Jefferson Boulevard. The same lane configurations and signal phasing was assumed as was assumed in the Analysis of Existing (2016) and Future (2020) Traffic Conditions, Without and With Project subsection. The results are summarized as below.

City Transportation Yard Driveway Queuing Analysis

The entering and exiting delay and queuing length are analyzed at the City Transportation Yard driveway. The Synchro calculation sheets are summarized in Table 14 and included in Appendix H. As shown in Table 14, the delay at the City Transportation Yard driveway is less than 25 seconds for both entering and the exiting traffic with a 95th percentile queue is less than 10 feet. Therefore, the Synchro analysis has concluded that the Project traffic added to Jefferson Boulevard would not cause significant delay at the City Transportation Yard driveway or queue lengths to exceed capacity. The Synchro calculation sheets are included in Appendix H.

Table 14
Delay Summary
City Transportation Yard Driveway

<u>Movement</u>	<u>Peak Hour</u>	<u>Future Without Project</u>			<u>Future With Project</u>		
		<u>Delay</u>	<u>LOS</u>	<u>95th Queue</u>	<u>Delay</u>	<u>LOS</u>	<u>95th Queue</u>
Left-Turn In	AM	0.1 sec	A	0 ft	0.1 sec	A	0 ft
	PM	0.5 sec	A	1 ft	0.5 sec	A	1 ft
Right-Turn In	AM	0 sec	A	0 ft	0 sec	A	0 ft
	PM	0 sec	A	0 ft	0 sec	A	0 ft
Left/Right Out	AM	22.8 sec	C	7 ft	24.5 sec	C	8 ft
	PM	12.4 sec	B	4 ft	12.4 sec	B	4 ft

Duquesne Avenue at Jefferson Boulevard at Queuing Analysis

The queuing requirements for Duquesne Avenue at Jefferson Boulevard were reviewed. The queuing analysis is based on the intersection improvement being installed that is described on Page 47 in the Mitigation Section. The analysis concluded that the only turning movement on Duquesne Avenue at Jefferson Boulevard for which the queue demand would exceed capacity is for southbound left-turns. The 50th and 95th percentile queuing lengths of the Duquesne Avenue southbound queueing at its intersection with Jefferson Boulevard under the Future (2020) With Project conditions are summarized in Table 15. As shown in Table 15, for both the 50th and 95th percentile queuing lengths, the Project traffic would only increase the Duquesne southbound left-turn queuing length by less than 7 feet during both AM and PM peak hour. However, under both the Future (2020) Without and With Project conditions, the existing southbound left-turn pocket storage length of approximately 120 feet would not be able to accommodate both the 50th and 95th percentile queuing lengths during both AM and PM peak hours.

The length required, based on the analysis of the critical PM peak hour, is 656 feet, with or without the Project. Therefore, the Project does not impact the storage length

increase needed for southbound left-turns on Duquesne Avenue at Jefferson Boulevard. The Synchro calculation sheets are included in Appendix I. However, as stated in the mitigation measures section, the project will contribute \$250,000 to a project that will widen the southbound approach of Duquesne Avenue at Jefferson Boulevard, which will provide additional storage for the southbound left-turn movement.

Table 15
Queue Length Summary
Duquesne Avenue Southbound Turns at Jefferson Boulevard

<u>Movement</u>	<u>Peak Hour</u>	<u>Storage Length</u>	<u>Without Project</u>		<u>With Project</u>		<u>Queue Increase</u>	
			<u>Percentile</u>		<u>Percentile</u>		<u>Percentile</u>	
			<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>
Duquesne SB	AM	120 ft	234 ft	418 ft	241 ft	424 ft	7 ft	6 ft
Left-Turn	PM	120 ft	443 ft	656 ft	443 ft	656 ft	0 ft	0 ft

Jefferson Boulevard at Duquesne Avenue Queuing Analysis

The queueing requirements for Jefferson Boulevard at Duquesne Avenue were also reviewed. The analysis concluded that the only turning movement on Jefferson Boulevard at Duquesne Avenue for which the queue demand would exceed capacity is for eastbound left-turns. The 50th and 95th percentile queuing lengths of Jefferson Boulevard eastbound left-turn at its intersection with Duquesne Avenue under the Future (2020) With Project conditions are summarized in Table 16. As shown in Table 16, during AM peak hour, the Project traffic would increase the Jefferson Boulevard eastbound left-turn queuing length by 5 feet and 6 feet for the 50th percentile and 95th percentile queues, respectively. During PM peak hour, the Project traffic would increase this queuing length by 22 feet and 44 feet for 50th percentile and 95th percentile queues, respectively. The existing eastbound left-turn pocket storage length is approximately 250 feet, which is less than both 50th and 95th percentile queuing lengths

during both AM and PM peak hours for the without and with project scenarios. The Synchro calculation sheets are included in Appendix I.

Table 16
Queue Length Summary
Jefferson Boulevard Eastbound Left-Turn at Duquesne Avenue

<u>Movement</u>	<u>Peak Hour</u>	<u>Storage Length</u>	<u>Without Project</u>		<u>With Project</u>		<u>Queue Increase</u>	
			<u>Percentile</u>		<u>Percentile</u>		<u>Percentile</u>	
			<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>
Jefferson EB	AM	250 ft	262 ft	456 ft	267 ft	462 ft	5 ft	6 ft
Left-Turn	PM	250 ft	276 ft	434 ft	298 ft	478 ft	22 ft	44 ft

As stated in the mitigation measures section, the Project is proposing to widening of Duquesne Avenue by eight feet in order to accommodate a left, left/through, a right-turn and bicycle lanes in each direction. The bicycle lanes will allow the Jefferson Boulevard to Duquesne Avenue bicycle link from this development to the Ballona Creek and to downtown. Update the intersection signal for the lane configuration changes, as needed. By facilitating Duquesne Avenue southbound traffic and adjusting signal timing, this mitigation measure would reduce the queueing lengths. The AM peak hour queues for the 50th percentile and 95th percentile, respectively, would be 23 feet and 27 feet less for the Project Plus Mitigation condition than for the Without Project condition. For the PM peak hour, the Project Plus Mitigation would have a 31 foot shorter 50th percentile queue than the queue for the Without Project condition. The mitigation would reduce the Project related queuing to 12 feet for 95th percentile queuing lengths at Jefferson eastbound left-turn movement. The queueing analysis results are summarized in Table 17.

Table 17
Queue Length Summary
Jefferson Boulevard Eastbound Left-Turn at Duquesne Avenue
With Proposed Mitigation Measure

<u>Movement</u>	<u>Peak Hour</u>	<u>Storage Length</u>	<u>Without Project</u>		<u>With Project</u>		<u>Queue Increase</u>	
			<u>Percentile</u>		<u>Percentile</u>		<u>Percentile</u>	
			<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>
Jefferson EB	AM	250 ft	262 ft	456 ft	267 ft	462 ft	5 ft	6 ft
Left-Turn	PM	250 ft	276 ft	434 ft	298 ft	478 ft	22 ft	44 ft
					<u>WP + Mitigation</u>		<u>Queue Increase</u>	
					<u>Percentile</u>		<u>Percentile</u>	
					<u>50th</u>	<u>95th</u>	<u>50th</u>	<u>95th</u>
					239 ft	429 ft	-23 ft	-27 ft
					245 ft	446 ft	-31 ft	12 ft

Summary

Excessive queueing problems were identified at the intersection of Jefferson Boulevard/Duquesne Avenue for both eastbound and southbound left-turns. The Project will not result in a greater queueing capacity need for southbound Duquesne Avenue left-turns at Jefferson Boulevard. The Project will contribute to the queueing requirements for eastbound Jefferson Boulevard at Duquesne Avenue. However, the recommended mitigation will generally off-set the queueing increases and is recommended as the Project's fair share contribution. It should also be noted that as shown on the Figures 3(a) and 3(b), 300 eastbound left-turns and 262 southbound left-turns during AM peak hour and 304 eastbound left-turns and 448 southbound left-turns during PM peak hour were observed as the existing conditions. The existing conditions would warrant dual left-turn lanes and/or increased signal timing on left-turns for the eastbound and southbound approaches at this intersection.

APPENDIX A
**CITY OF CULVER CITY SIGNED TRAFFIC STUDY MEMORANDUM OF
UNDERSTANDING**

SCOPING MOU FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges City of Culver City Transportation Department requirements of traffic impact analysis for the following project:

Project Name: Jefferson (9919) Office Project

Project Address: 9919 Jefferson Boulevard, Culver City

Project Description: 62,558 square-foot office building to replace surface parking lot (See Attachment 1 for Conceptual Site Plan)

Geographic Distribution: N 25% S 35% E 25% W 15%
See Attachment 2 for project trip geographic distribution percentages and volumes.

Trip Generation Rate(s): ITE Trip Generation, 9th Edition
See Attachment 3 for Project trip generation rates.

Trip Generation: Project trip generation calculations attached in Attachment 3.

Project Buildout Year: 2020 Ambient or CMP Growth Rate: 1.0% per yr.

Related Projects: Within 1.5 miles radius. List of related projects are included in Attachment 6.

Subject to Freeway Impact Analysis Screening review: YES ☐ NO ☒ (See attachment 5)

Study Intersections [See Attachment 4 for location map]
(Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

- | | |
|---|--|
| 1. <u>Duquesne Ave. & Culver Blvd.</u> | 6. <u>Project Dwy. & Jefferson Blvd.</u> |
| 2. <u>Duquesne Ave. & Braddock Dr.</u> | 7. <u>Duquesne Ave. & Jefferson Blvd.</u> |
| 3. <u>Duquesne Ave. & Lucerne Ave.</u> | 8. <u>Jefferson Blvd. & Higuera St./Rodeo Rd.</u> |
| 4. <u>Overland Ave. & Jefferson Blvd.</u> | 9. <u>Jefferson Blvd. & National Blvd.</u> |
| 5. <u>Leahy St./College Blvd. & Jefferson Blvd.</u> | 10. <u>La Cienega Blvd. & Blackwelder St./Fairfax Ave.</u> |

Trip Credits: (Exact amount of credit subject to approval by City of Culver City)	yes	no
Transportation Demand Management (TDM)	☐	☒
Existing Active Land Use	☐	☒
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒
Transit	☐	☒

This analysis must follow latest Culver City Traffic Study guidelines. In addition, listed below are project specific analysis details:

- Traffic Study would include analysis to determine if the eastbound left-turn lane of Jefferson Boulevard at Duquesne Avenue can accommodate the additional traffic generated by the project.
- A Synchro analysis of the intersections along Jefferson Boulevard from the Project driveway to Duquesne Avenue and on Duquesne Avenue from Jefferson Boulevard to Culver Boulevard to show queuing lengths at the signalized and non-signalized intersections.
- If the project causes the need to widen Duquesne Avenue at Jefferson Boulevard, the project shall be required to prepare striping plans along Duquesne Avenue, including bicycle lanes between Culver Boulevard and Jefferson Boulevard.
- The project shall be required to modify the traffic signal installation at the project's driveway, and to provide traffic signal interconnection with the traffic signals along Jefferson Boulevard. If possible, the location of

driveway of this project should be compatible (opposite each other) with the location of the driveway of the planned development on the other side of Jefferson Boulevard.

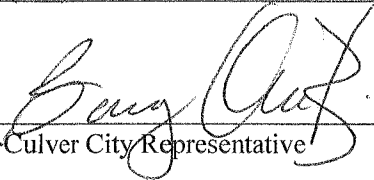
- Given the proximity of the Project to Culver City Transportation Department Facility driveway, the pull in/out of various City vehicles such as buses, sanitation trucks, fire trucks, ambulance, etc., if the above mentioned Synchro analysis does not provide enough evidence, the traffic study shall include a gap analysis at the Transportation Facility's driveway.

	<u>Consultant</u>	<u>Developer</u>
Name	<u>Crain & Associates</u>	<u>9919 Jefferson LLC.</u>
Address	<u>300 Corporate Pointe, Suite 470</u> <u>Culver City, CA 90230</u>	<u>9919 Jefferson Boulevard</u> <u>Culver City, CA 90232</u>
Phone No.	<u>(310) 473-6508</u>	<u>(323) 937-4270</u>
Approved		

by:



Consultant's Representative 3/10/2016
Date



Culver City Representative 3/10/2016
Date

APPENDIX B
TRAFFIC COUNTS

Culver City
N/S: Culver Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCCUDUAM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

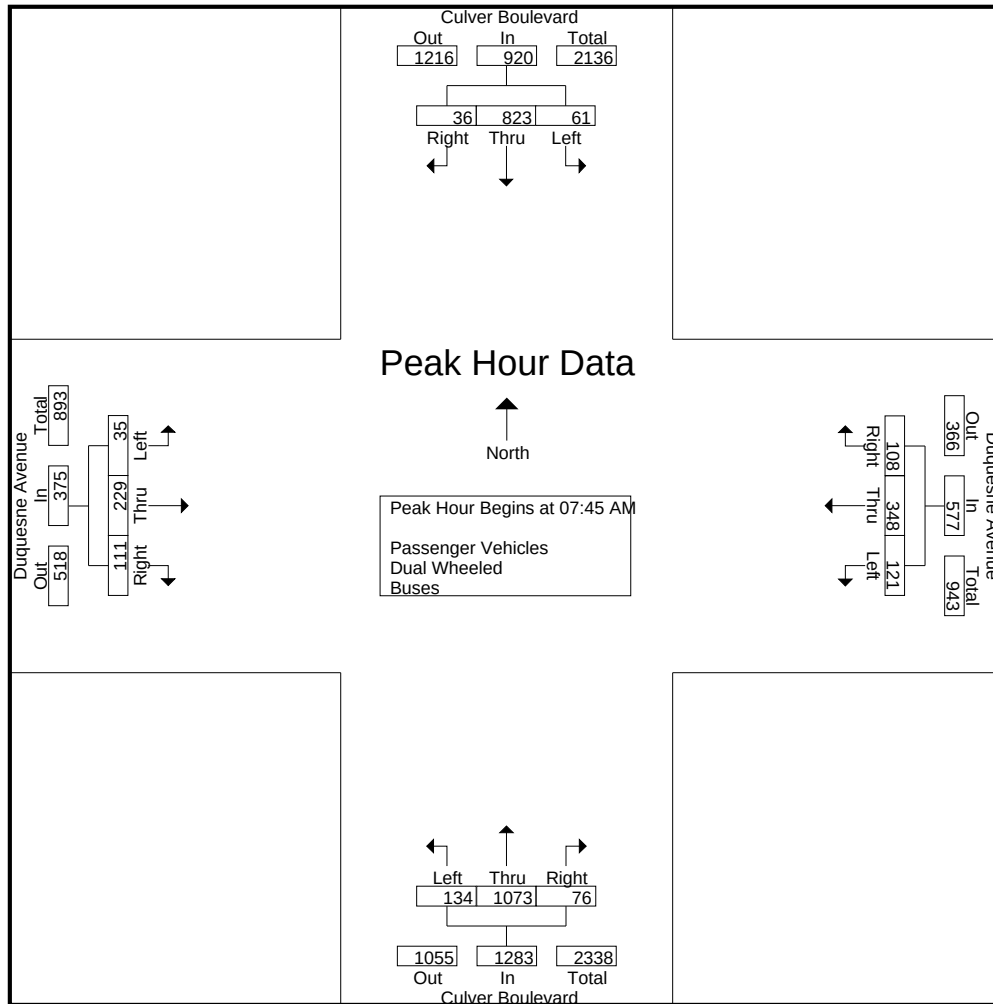
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	136	11	155	28	80	17	125	9	222	18	249	8	26	17	51	580
07:15 AM	12	166	8	186	20	102	16	138	29	263	18	310	2	56	19	77	711
07:30 AM	16	148	2	166	27	113	25	165	28	243	16	287	5	44	22	71	689
07:45 AM	18	222	6	246	25	106	27	158	35	259	22	316	6	61	28	95	815
Total	54	672	27	753	100	401	85	586	101	987	74	1162	21	187	86	294	2795
08:00 AM	14	164	11	189	29	90	32	151	35	296	16	347	9	53	20	82	769
08:15 AM	16	197	10	223	28	73	36	137	25	285	19	329	10	62	26	98	787
08:30 AM	13	240	9	262	39	79	13	131	39	233	19	291	10	53	37	100	784
08:45 AM	22	223	15	260	52	78	16	146	42	232	20	294	11	53	23	87	787
Total	65	824	45	934	148	320	97	565	141	1046	74	1261	40	221	106	367	3127
09:00 AM	21	186	10	217	40	78	23	141	38	223	19	280	11	65	38	114	752
09:15 AM	28	185	8	221	45	78	18	141	32	200	16	248	5	61	26	92	702
09:30 AM	15	158	8	181	33	59	20	112	16	196	19	231	7	52	31	90	614
09:45 AM	19	168	12	199	51	71	24	146	26	167	23	216	15	52	21	88	649
Total	83	697	38	818	169	286	85	540	112	786	77	975	38	230	116	384	2717
Grand Total	202	2193	110	2505	417	1007	267	1691	354	2819	225	3398	99	638	308	1045	8639
Apprch %	8.1	87.5	4.4		24.7	59.6	15.8		10.4	83	6.6		9.5	61.1	29.5		
Total %	2.3	25.4	1.3	29	4.8	11.7	3.1	19.6	4.1	32.6	2.6	39.3	1.1	7.4	3.6	12.1	
Passenger Vehicles	202	2152	106	2460	408	988	265	1661	350	2787	216	3353	84	628	301	1013	8487
% Passenger Vehicles	100	98.1	96.4	98.2	97.8	98.1	99.3	98.2	98.9	98.9	96	98.7	84.8	98.4	97.7	96.9	98.2
Dual Wheeled	0	27	4	31	8	16	2	26	4	19	8	31	3	7	6	16	104
% Dual Wheeled	0	1.2	3.6	1.2	1.9	1.6	0.7	1.5	1.1	0.7	3.6	0.9	3	1.1	1.9	1.5	1.2
Buses	0	14	0	14	1	3	0	4	0	13	1	14	12	3	1	16	48
% Buses	0	0.6	0	0.6	0.2	0.3	0	0.2	0	0.5	0.4	0.4	12.1	0.5	0.3	1.5	0.6

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	222	6	246	25	106	27	158	35	259	22	316	6	61	28	95	815
08:00 AM	14	164	11	189	29	90	32	151	35	296	16	347	9	53	20	82	769
08:15 AM	16	197	10	223	28	73	36	137	25	285	19	329	10	62	26	98	787
08:30 AM	13	240	9	262	39	79	13	131	39	233	19	291	10	53	37	100	784
Total Volume	61	823	36	920	121	348	108	577	134	1073	76	1283	35	229	111	375	3155
% App. Total	6.6	89.5	3.9		21	60.3	18.7		10.4	83.6	5.9		9.3	61.1	29.6		
PHF	.847	.857	.818	.878	.776	.821	.750	.913	.859	.906	.864	.924	.875	.923	.750	.938	.968

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				07:15 AM				07:45 AM				08:15 AM			
+0 mins.	16	197	10	223	20	102	16	138	35	259	22	316	10	62	26	98
+15 mins.	13	240	9	262	27	113	25	165	35	296	16	347	10	53	37	100
+30 mins.	22	223	15	260	25	106	27	158	25	285	19	329	11	53	23	87
+45 mins.	21	186	10	217	29	90	32	151	39	233	19	291	11	65	38	114
Total Volume	72	846	44	962	101	411	100	612	134	1073	76	1283	42	233	124	399
% App. Total	7.5	87.9	4.6		16.5	67.2	16.3		10.4	83.6	5.9		10.5	58.4	31.1	
PHF	.818	.881	.733	.918	.871	.909	.781	.927	.859	.906	.864	.924	.955	.896	.816	.875

Culver City
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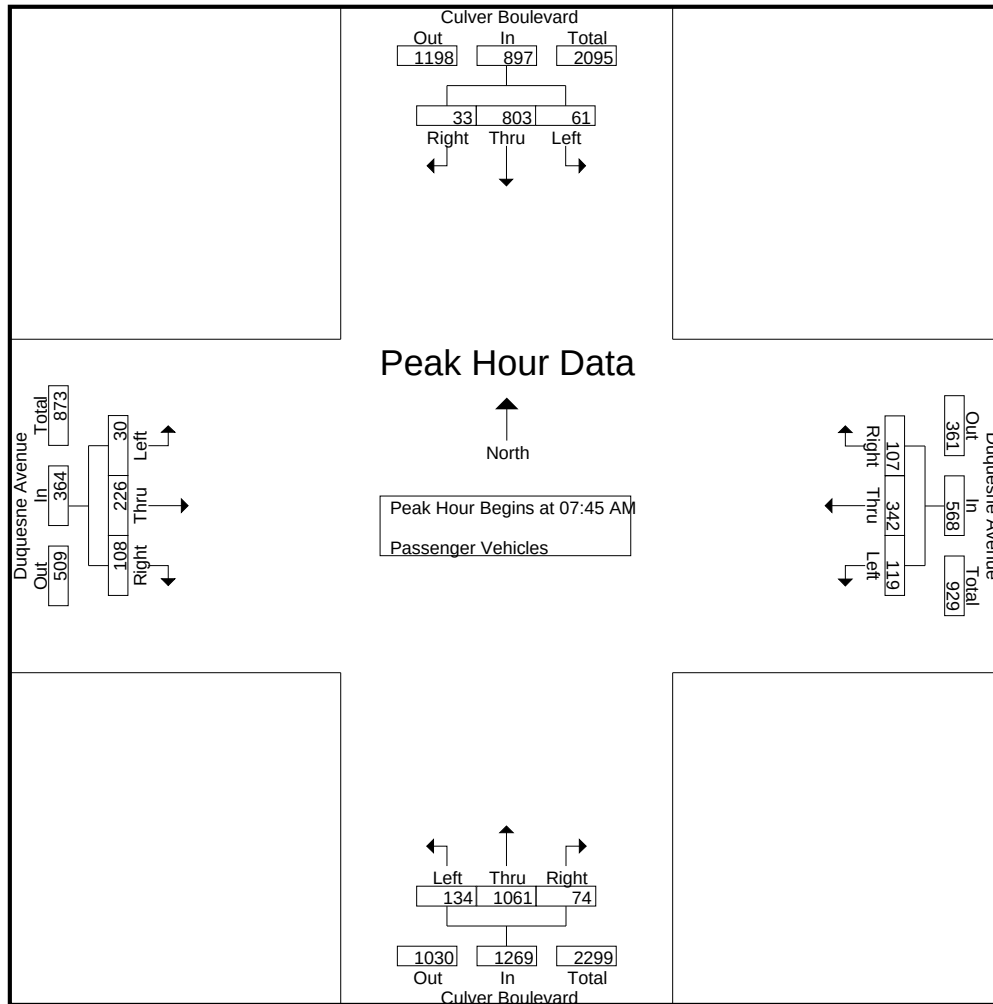
Groups Printed- Passenger Vehicles

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	134	11	153	28	79	17	124	9	220	17	246	6	26	16	48	571
07:15 AM	12	165	8	185	20	100	16	136	29	261	18	308	1	56	19	76	705
07:30 AM	16	147	2	165	27	111	25	163	28	239	16	283	4	43	22	69	680
07:45 AM	18	217	6	241	25	105	26	156	35	254	22	311	4	59	28	91	799
Total	54	663	27	744	100	395	84	579	101	974	73	1148	15	184	85	284	2755
08:00 AM	14	158	8	180	29	88	32	149	35	295	15	345	8	53	20	81	755
08:15 AM	16	194	10	220	28	72	36	136	25	284	18	327	9	62	24	95	778
08:30 AM	13	234	9	256	37	77	13	127	39	228	19	286	9	52	36	97	766
08:45 AM	22	220	15	257	51	75	15	141	41	231	18	290	9	51	23	83	771
Total	65	806	42	913	145	312	96	553	140	1038	70	1248	35	218	103	356	3070
09:00 AM	21	183	10	214	38	78	23	139	36	220	17	273	11	64	36	111	737
09:15 AM	28	181	8	217	45	76	18	139	32	197	16	245	4	59	26	89	690
09:30 AM	15	153	8	176	31	58	20	109	16	191	19	226	4	52	30	86	597
09:45 AM	19	166	11	196	49	69	24	142	25	167	21	213	15	51	21	87	638
Total	83	683	37	803	163	281	85	529	109	775	73	957	34	226	113	373	2662
Grand Total	202	2152	106	2460	408	988	265	1661	350	2787	216	3353	84	628	301	1013	8487
Apprch %	8.2	87.5	4.3		24.6	59.5	16		10.4	83.1	6.4		8.3	62	29.7		
Total %	2.4	25.4	1.2	29	4.8	11.6	3.1	19.6	4.1	32.8	2.5	39.5	1	7.4	3.5	11.9	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	217	6	241	25	105	26	156	35	254	22	311	4	59	28	91	799
08:00 AM	14	158	8	180	29	88	32	149	35	295	15	345	8	53	20	81	755
08:15 AM	16	194	10	220	28	72	36	136	25	284	18	327	9	62	24	95	778
08:30 AM	13	234	9	256	37	77	13	127	39	228	19	286	9	52	36	97	766
Total Volume	61	803	33	897	119	342	107	568	134	1061	74	1269	30	226	108	364	3098
% App. Total	6.8	89.5	3.7		21	60.2	18.8		10.6	83.6	5.8		8.2	62.1	29.7		
PHF	.847	.858	.825	.876	.804	.814	.743	.910	.859	.899	.841	.920	.833	.911	.750	.938	.969

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	18	217	6	241	25	105	26	156	35	254	22	311	4	59	28	91
+15 mins.	14	158	8	180	29	88	32	149	35	295	15	345	8	53	20	81
+30 mins.	16	194	10	220	28	72	36	136	25	284	18	327	9	62	24	95
+45 mins.	13	234	9	256	37	77	13	127	39	228	19	286	9	52	36	97
Total Volume	61	803	33	897	119	342	107	568	134	1061	74	1269	30	226	108	364
% App. Total	6.8	89.5	3.7		21	60.2	18.8		10.6	83.6	5.8		8.2	62.1	29.7	
PHF	.847	.858	.825	.876	.804	.814	.743	.910	.859	.899	.841	.920	.833	.911	.750	.938

Culver City
N/S: Culver Boulevard
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Weather: Clear

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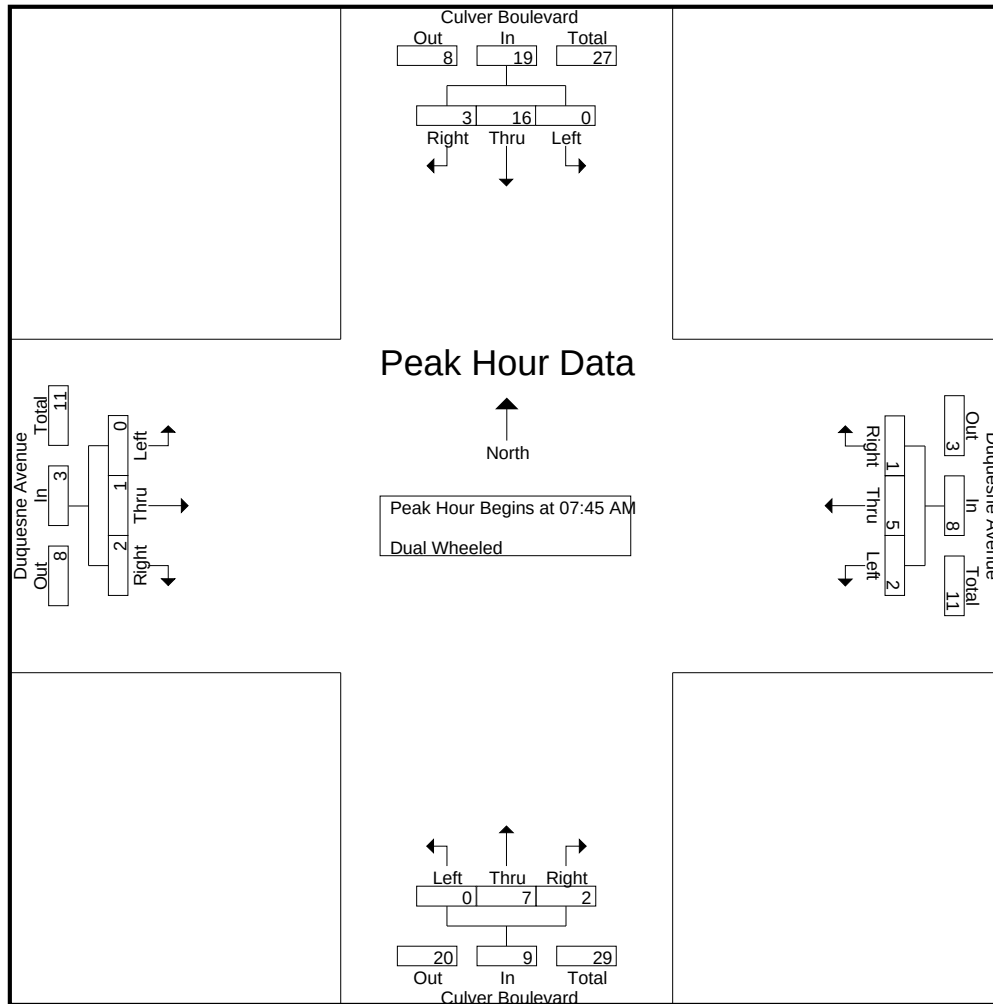
Groups Printed- Dual Wheeled

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	0	1	2	4
07:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
07:45 AM	0	5	0	5	0	1	1	2	0	3	0	3	0	0	0	0	10
Total	0	5	0	5	0	4	1	5	0	6	1	7	1	1	1	3	20
08:00 AM	0	3	3	6	0	1	0	1	0	0	1	1	0	0	0	0	8
08:15 AM	0	3	0	3	0	1	0	1	0	0	1	1	0	0	1	1	6
08:30 AM	0	5	0	5	2	2	0	4	0	4	0	4	0	1	1	2	15
08:45 AM	0	3	0	3	1	3	1	5	1	1	2	4	1	1	0	2	14
Total	0	14	3	17	3	7	1	11	1	5	4	10	1	2	2	5	43
09:00 AM	0	2	0	2	2	0	0	2	2	2	1	5	0	1	2	3	12
09:15 AM	0	2	0	2	0	2	0	2	0	3	0	3	0	2	0	2	9
09:30 AM	0	3	0	3	2	1	0	3	0	3	0	3	1	0	1	2	11
09:45 AM	0	1	1	2	1	2	0	3	1	0	2	3	0	1	0	1	9
Total	0	8	1	9	5	5	0	10	3	8	3	14	1	4	3	8	41
Grand Total	0	27	4	31	8	16	2	26	4	19	8	31	3	7	6	16	104
Apprch %	0	87.1	12.9		30.8	61.5	7.7		12.9	61.3	25.8		18.8	43.8	37.5		
Total %	0	26	3.8	29.8	7.7	15.4	1.9	25	3.8	18.3	7.7	29.8	2.9	6.7	5.8	15.4	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	0	5	0	1	1	2	0	3	0	3	0	0	0	0	10
08:00 AM	0	3	3	6	0	1	0	1	0	0	1	1	0	0	0	0	8
08:15 AM	0	3	0	3	0	1	0	1	0	0	1	1	0	0	1	1	6
08:30 AM	0	5	0	5	2	2	0	4	0	4	0	4	0	1	1	2	15
Total Volume	0	16	3	19	2	5	1	8	0	7	2	9	0	1	2	3	39
% App. Total	0	84.2	15.8		25	62.5	12.5		0	77.8	22.2		0	33.3	66.7		
PHF	.000	.800	.250	.792	.250	.625	.250	.500	.000	.438	.500	.563	.000	.250	.500	.375	.650

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	5	0	5	0	1	1	2	0	3	0	3	0	0	0	0
+15 mins.	0	3	3	6	0	1	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	3	0	3	0	1	0	1	0	0	1	1	0	0	1	1
+45 mins.	0	5	0	5	2	2	0	4	0	4	0	4	0	1	1	2
Total Volume	0	16	3	19	2	5	1	8	0	7	2	9	0	1	2	3
% App. Total	0	84.2	15.8		25	62.5	12.5		0	77.8	22.2		0	33.3	66.7	
PHF	.000	.800	.250	.792	.250	.625	.250	.500	.000	.438	.500	.563	.000	.250	.500	.375

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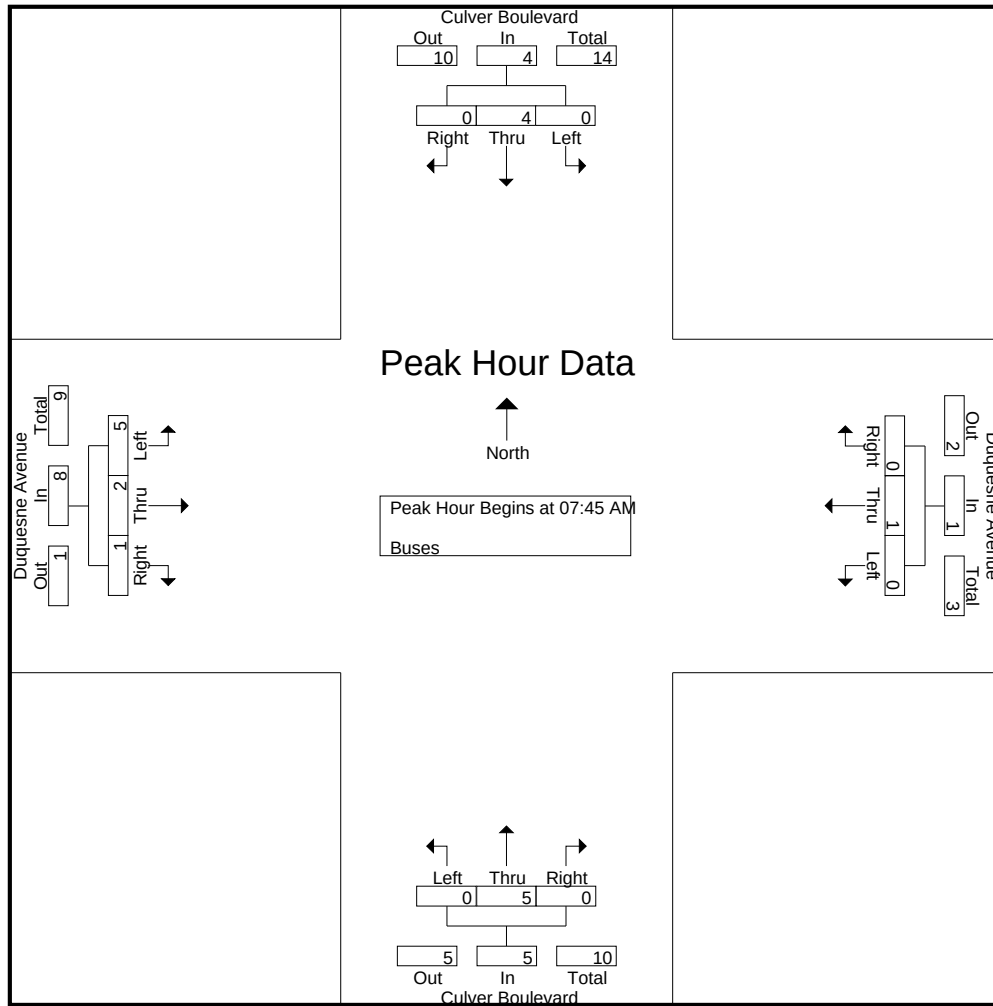
Groups Printed- Buses

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	1	0	0	1	5
07:15 AM	0	1	0	1	0	1	0	1	0	1	0	1	1	0	0	1	4
07:30 AM	0	1	0	1	0	1	0	1	0	2	0	2	1	0	0	1	5
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	2	0	4	6
Total	0	4	0	4	0	2	0	2	0	7	0	7	5	2	0	7	20
08:00 AM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	4	0	4	0	1	0	1	0	3	0	3	4	1	1	6	14
09:00 AM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
09:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
09:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	0	2	6
09:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	0	6	0	6	1	0	0	1	0	3	1	4	3	0	0	3	14
Grand Total	0	14	0	14	1	3	0	4	0	13	1	14	12	3	1	16	48
Apprch %	0	100	0		25	75	0		0	92.9	7.1		75	18.8	6.2		
Total %	0	29.2	0	29.2	2.1	6.2	0	8.3	0	27.1	2.1	29.2	25	6.2	2.1	33.3	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	2	0	4	6
08:00 AM	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1	6
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
08:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total Volume	0	4	0	4	0	1	0	1	0	5	0	5	5	2	1	8	18
% App. Total	0	100	0		0	100	0		0	100	0		62.5	25	12.5		
PHF	.000	.333	.000	.333	.000	.250	.000	.250	.000	.625	.000	.625	.625	.250	.250	.500	.750

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	2	0	2	2	2	0	4
+15 mins.	0	3	0	3	0	1	0	1	0	1	0	1	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1
Total Volume	0	4	0	4	0	1	0	1	0	5	0	5	5	2	1	8
% App. Total	0	100	0		0	100	0		0	100	0		62.5	25	12.5	
PHF	.000	.333	.000	.333	.000	.250	.000	.250	.000	.625	.000	.625	.625	.250	.250	.500

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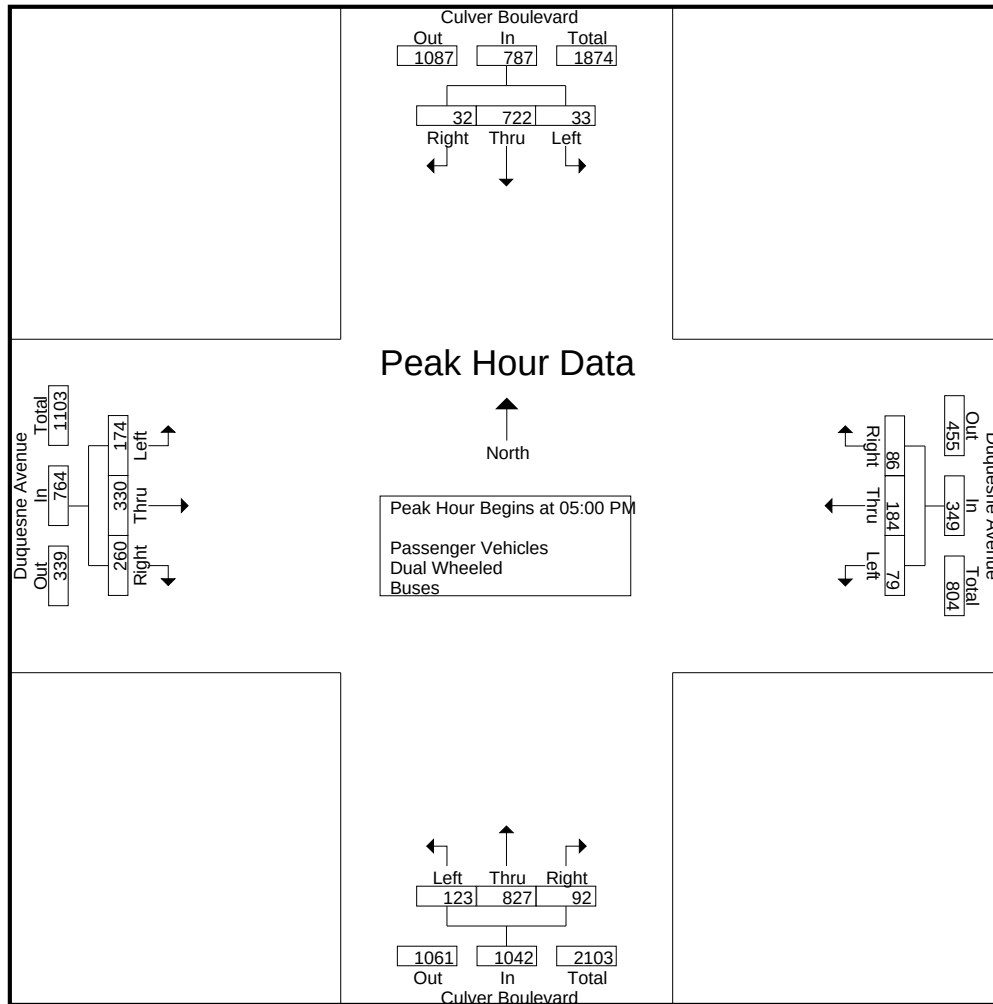
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	140	6	156	15	53	29	97	16	198	33	247	15	80	30	125	625
03:15 PM	13	132	8	153	22	61	25	108	19	191	19	229	32	76	40	148	638
03:30 PM	15	135	5	155	25	53	23	101	22	239	21	282	26	69	35	130	668
03:45 PM	21	154	3	178	20	53	23	96	23	195	25	243	27	95	41	163	680
Total	59	561	22	642	82	220	100	402	80	823	98	1001	100	320	146	566	2611
04:00 PM	18	145	8	171	30	62	21	113	17	205	17	239	43	86	50	179	702
04:15 PM	12	186	7	205	17	43	21	81	18	202	18	238	34	90	43	167	691
04:30 PM	11	173	5	189	32	41	27	100	21	173	26	220	35	95	54	184	693
04:45 PM	8	138	6	152	22	44	10	76	23	198	21	242	32	91	52	175	645
Total	49	642	26	717	101	190	79	370	79	778	82	939	144	362	199	705	2731
05:00 PM	10	190	5	205	22	48	15	85	36	198	22	256	40	83	60	183	729
05:15 PM	10	196	8	214	14	47	24	85	32	209	28	269	44	86	51	181	749
05:30 PM	4	173	12	189	22	47	26	95	29	204	22	255	42	93	72	207	746
05:45 PM	9	163	7	179	21	42	21	84	26	216	20	262	48	68	77	193	718
Total	33	722	32	787	79	184	86	349	123	827	92	1042	174	330	260	764	2942
Grand Total	141	1925	80	2146	262	594	265	1121	282	2428	272	2982	418	1012	605	2035	8284
Apprch %	6.6	89.7	3.7		23.4	53	23.6		9.5	81.4	9.1		20.5	49.7	29.7		
Total %	1.7	23.2	1	25.9	3.2	7.2	3.2	13.5	3.4	29.3	3.3	36	5	12.2	7.3	24.6	
Passenger Vehicles	140	1904	78	2122	258	591	265	1114	282	2405	266	2953	402	1006	601	2009	8198
% Passenger Vehicles	99.3	98.9	97.5	98.9	98.5	99.5	100	99.4	100	99.1	97.8	99	96.2	99.4	99.3	98.7	99
Dual Wheeled	1	10	2	13	4	3	0	7	0	15	6	21	4	6	4	14	55
% Dual Wheeled	0.7	0.5	2.5	0.6	1.5	0.5	0	0.6	0	0.6	2.2	0.7	1	0.6	0.7	0.7	0.7
Buses	0	11	0	11	0	0	0	0	0	8	0	8	12	0	0	12	31
% Buses	0	0.6	0	0.5	0	0	0	0	0	0.3	0	0.3	2.9	0	0	0.6	0.4

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	190	5	205	22	48	15	85	36	198	22	256	40	83	60	183	729
05:15 PM	10	196	8	214	14	47	24	85	32	209	28	269	44	86	51	181	749
05:30 PM	4	173	12	189	22	47	26	95	29	204	22	255	42	93	72	207	746
05:45 PM	9	163	7	179	21	42	21	84	26	216	20	262	48	68	77	193	718
Total Volume	33	722	32	787	79	184	86	349	123	827	92	1042	174	330	260	764	2942
% App. Total	4.2	91.7	4.1		22.6	52.7	24.6		11.8	79.4	8.8		22.8	43.2	34		
PHF	.825	.921	.667	.919	.898	.958	.827	.918	.854	.957	.821	.968	.906	.887	.844	.923	.982

Culver City
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Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:15 PM				05:00 PM				05:00 PM			
+0 mins.	10	190	5	205	22	61	25	108	36	198	22	256	40	83	60	183
+15 mins.	10	196	8	214	25	53	23	101	32	209	28	269	44	86	51	181
+30 mins.	4	173	12	189	20	53	23	96	29	204	22	255	42	93	72	207
+45 mins.	9	163	7	179	30	62	21	113	26	216	20	262	48	68	77	193
Total Volume	33	722	32	787	97	229	92	418	123	827	92	1042	174	330	260	764
% App. Total	4.2	91.7	4.1		23.2	54.8	22		11.8	79.4	8.8		22.8	43.2	34	
PHF	.825	.921	.667	.919	.808	.923	.920	.925	.854	.957	.821	.968	.906	.887	.844	.923

Culver City
N/S: Culver Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCCUDUPM
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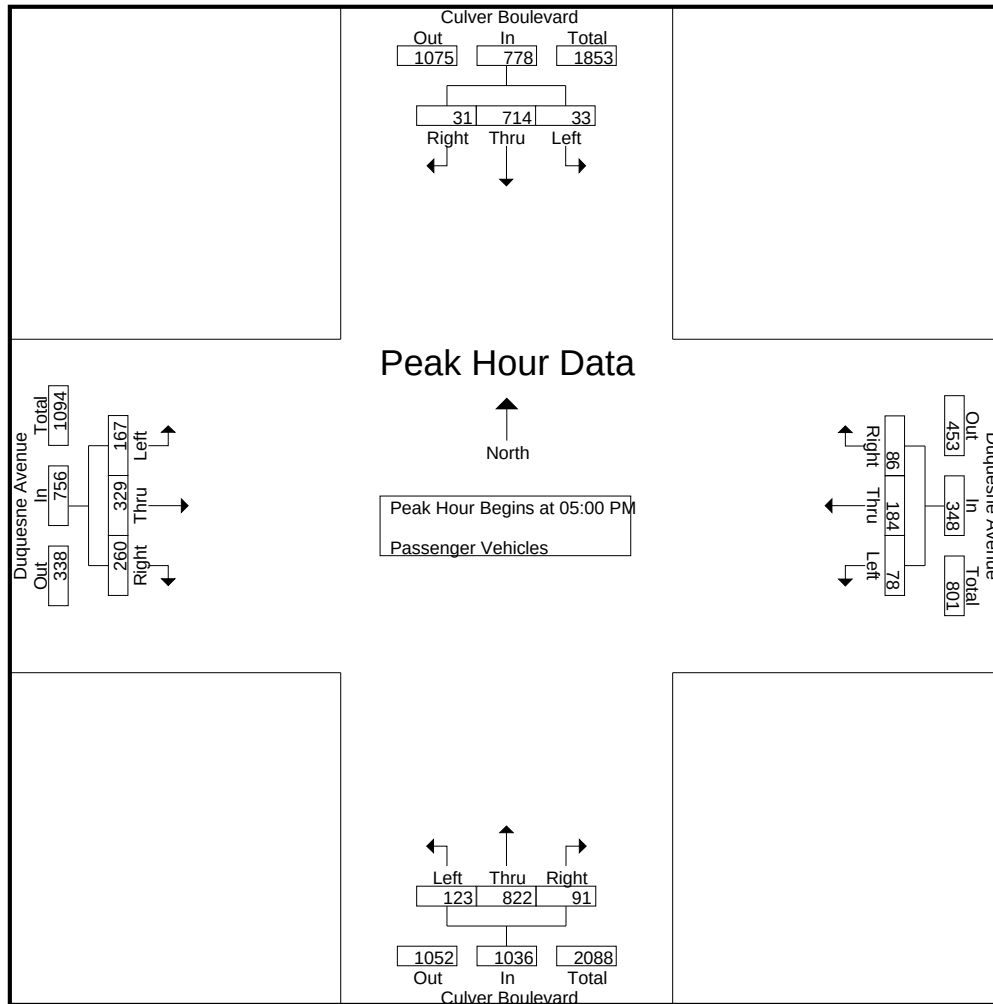
Groups Printed- Passenger Vehicles

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	140	6	156	14	52	29	95	16	195	32	243	14	79	30	123	617
03:15 PM	12	131	8	151	22	60	25	107	19	190	17	226	31	76	39	146	630
03:30 PM	15	133	4	152	25	52	23	100	22	237	19	278	24	69	35	128	658
03:45 PM	21	151	3	175	20	53	23	96	23	191	25	239	26	94	40	160	670
Total	58	555	21	634	81	217	100	398	80	813	93	986	95	318	144	557	2575
04:00 PM	18	142	8	168	28	62	21	111	17	201	17	235	43	85	50	178	692
04:15 PM	12	185	7	204	17	43	21	81	18	199	18	235	32	89	41	162	682
04:30 PM	11	172	5	188	32	41	27	100	21	172	26	219	35	95	54	184	691
04:45 PM	8	136	6	150	22	44	10	76	23	198	21	242	30	90	52	172	640
Total	49	635	26	710	99	190	79	368	79	770	82	931	140	359	197	696	2705
05:00 PM	10	186	5	201	22	48	15	85	36	197	22	255	38	83	60	181	722
05:15 PM	10	194	8	212	14	47	24	85	32	206	27	265	43	86	51	180	742
05:30 PM	4	172	11	187	21	47	26	94	29	204	22	255	38	93	72	203	739
05:45 PM	9	162	7	178	21	42	21	84	26	215	20	261	48	67	77	192	715
Total	33	714	31	778	78	184	86	348	123	822	91	1036	167	329	260	756	2918
Grand Total	140	1904	78	2122	258	591	265	1114	282	2405	266	2953	402	1006	601	2009	8198
Apprch %	6.6	89.7	3.7		23.2	53.1	23.8		9.5	81.4	9		20	50.1	29.9		
Total %	1.7	23.2	1	25.9	3.1	7.2	3.2	13.6	3.4	29.3	3.2	36	4.9	12.3	7.3	24.5	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	186	5	201	22	48	15	85	36	197	22	255	38	83	60	181	722
05:15 PM	10	194	8	212	14	47	24	85	32	206	27	265	43	86	51	180	742
05:30 PM	4	172	11	187	21	47	26	94	29	204	22	255	38	93	72	203	739
05:45 PM	9	162	7	178	21	42	21	84	26	215	20	261	48	67	77	192	715
Total Volume	33	714	31	778	78	184	86	348	123	822	91	1036	167	329	260	756	2918
% App. Total	4.2	91.8	4		22.4	52.9	24.7		11.9	79.3	8.8		22.1	43.5	34.4		
PHF	.825	.920	.705	.917	.886	.958	.827	.926	.854	.956	.843	.977	.870	.884	.844	.931	.983

Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	10	186	5	201	22	48	15	85	36	197	22	255	38	83	60	181
+15 mins.	10	194	8	212	14	47	24	85	32	206	27	265	43	86	51	180
+30 mins.	4	172	11	187	21	47	26	94	29	204	22	255	38	93	72	203
+45 mins.	9	162	7	178	21	42	21	84	26	215	20	261	48	67	77	192
Total Volume	33	714	31	778	78	184	86	348	123	822	91	1036	167	329	260	756
% App. Total	4.2	91.8	4		22.4	52.9	24.7		11.9	79.3	8.8		22.1	43.5	34.4	
PHF	.825	.920	.705	.917	.886	.958	.827	.926	.854	.956	.843	.977	.870	.884	.844	.931

Culver City
N/S: Culver Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCCUDUPM
Site Code : 16616129
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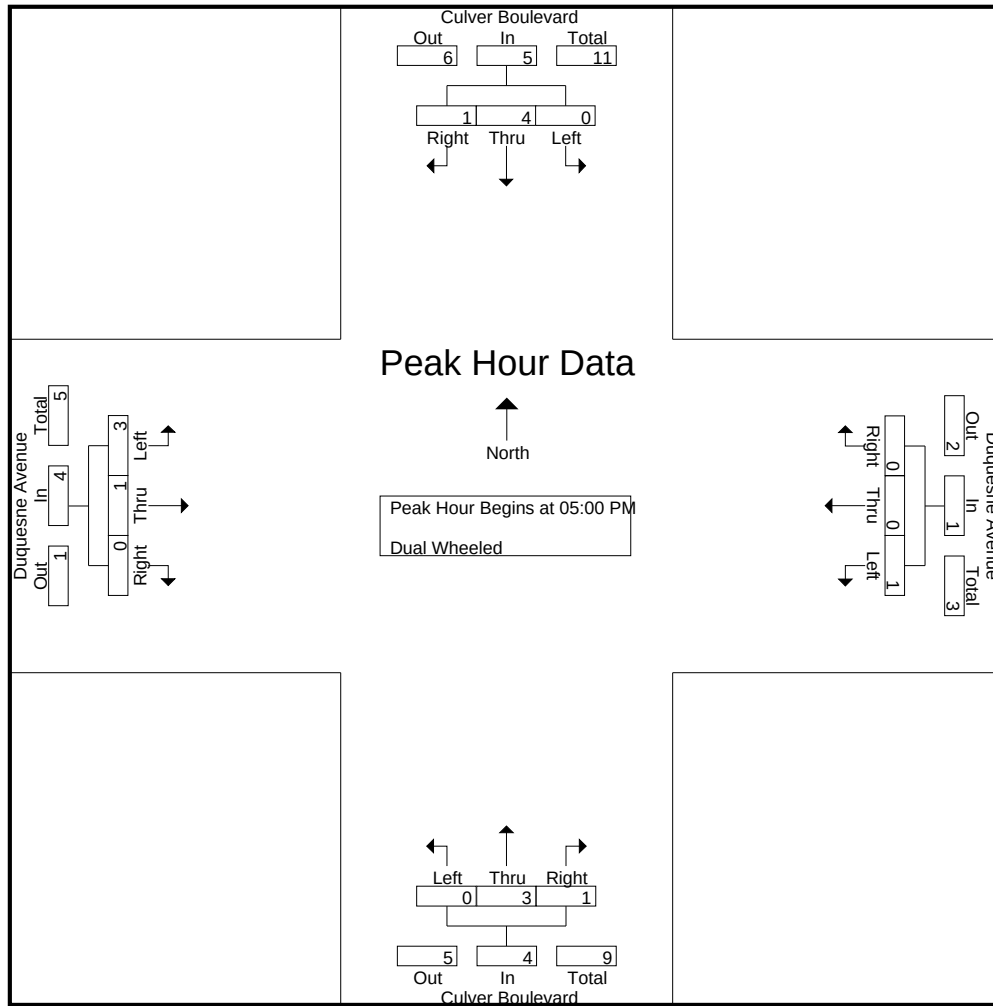
Groups Printed- Dual Wheeled

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	1	0	2	0	2	1	3	0	1	0	1	6
03:15 PM	1	0	0	1	0	1	0	1	0	0	2	2	0	0	1	1	5
03:30 PM	0	1	1	2	0	1	0	1	0	2	2	4	0	0	0	0	7
03:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	1	1	2	6
Total	1	3	1	5	1	3	0	4	0	6	5	11	0	2	2	4	24
04:00 PM	0	1	0	1	2	0	0	2	0	4	0	4	0	1	0	1	8
04:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	2	3	6
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Total	0	3	0	3	2	0	0	2	0	6	0	6	1	3	2	6	17
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
05:30 PM	0	0	1	1	1	0	0	1	0	0	0	0	2	0	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	4	1	5	1	0	0	1	0	3	1	4	3	1	0	4	14
Grand Total	1	10	2	13	4	3	0	7	0	15	6	21	4	6	4	14	55
Apprch %	7.7	76.9	15.4		57.1	42.9	0		0	71.4	28.6		28.6	42.9	28.6		
Total %	1.8	18.2	3.6	23.6	7.3	5.5	0	12.7	0	27.3	10.9	38.2	7.3	10.9	7.3	25.5	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
05:15 PM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
05:30 PM	0	0	1	1	1	0	0	1	0	0	0	0	2	0	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	4	1	5	1	0	0	1	0	3	1	4	3	1	0	4	14
% App. Total	0	80	20		100	0	0		0	75	25		75	25	0		
PHF	.000	.333	.250	.417	.250	.000	.000	.250	.000	.250	.250	.250	.375	.250	.000	.500	.700

Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0
+30 mins.	0	0	1	1	1	0	0	1	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	4	1	5	1	0	0	1	0	3	1	4	3	1	0	4
% App. Total	0	80	20		100	0	0		0	75	25		75	25	0	
PHF	.000	.333	.250	.417	.250	.000	.000	.250	.000	.250	.250	.250	.375	.250	.000	.500

Culver City
N/S: Culver Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCCUDUPM
Site Code : 16616129
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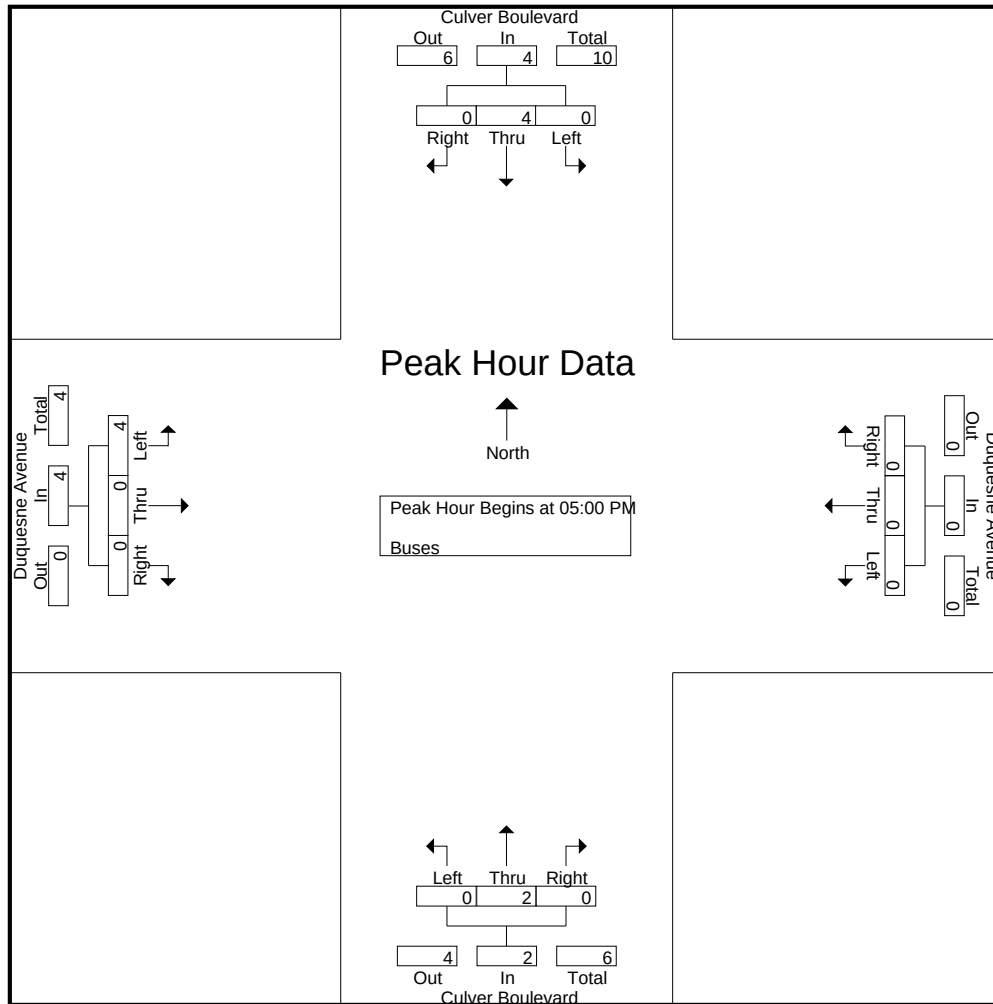
Groups Printed- Buses

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
Total	0	3	0	3	0	0	0	0	0	4	0	4	5	0	0	5	12
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	4	0	4	0	0	0	0	0	2	0	2	3	0	0	3	9
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	2	0	2	4	0	0	4	10
Grand Total	0	11	0	11	0	0	0	0	0	8	0	8	12	0	0	12	31
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	35.5	0	35.5	0	0	0	0	0	25.8	0	25.8	38.7	0	0	38.7	

	Culver Boulevard Southbound				Duquesne Avenue Westbound				Culver Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	4	0	0	4	10
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	1.00	.000	1.00	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500	.833

Culver City
N/S: Culver Boulevard
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Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	4	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0	
PHF	.000	1.000	.000	1.000	.000	.000	.000	.000	.000	.500	.000	.500	.500	.000	.000	.500

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
Start Date : 3/1/2016
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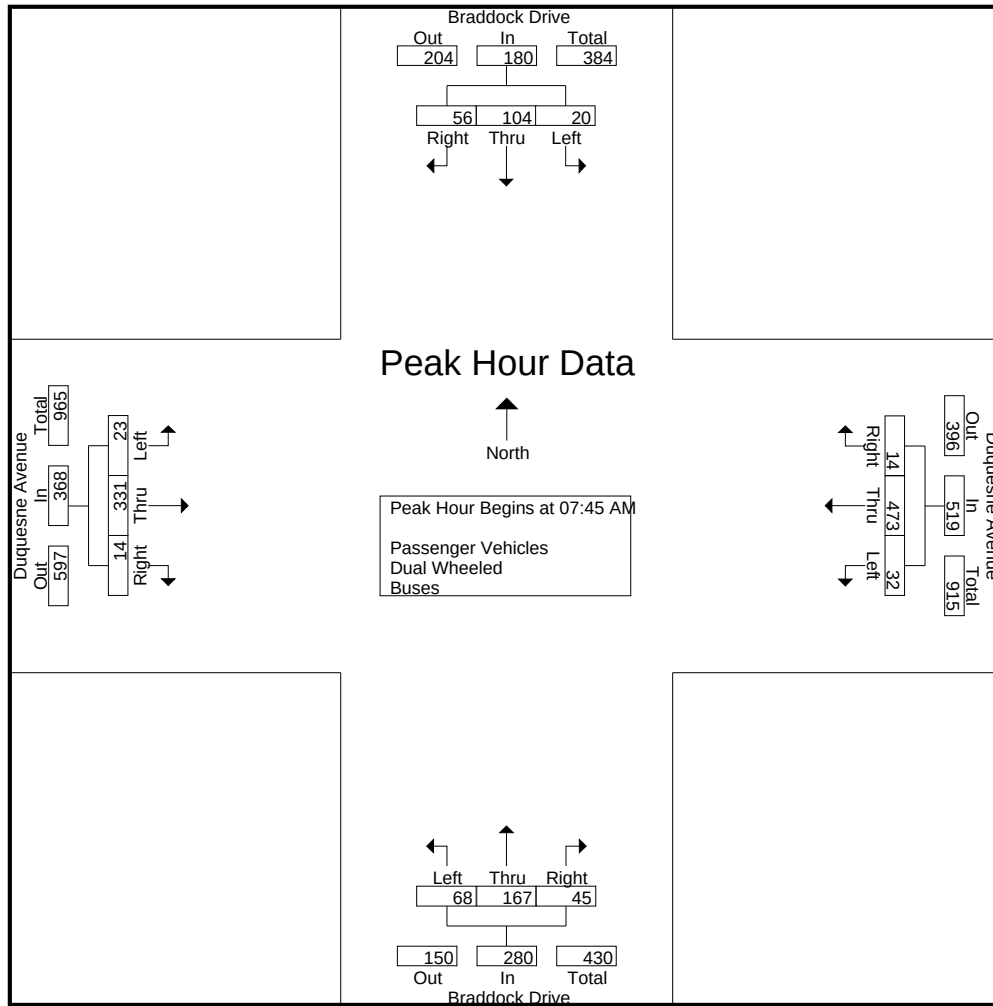
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	3	9	6	115	3	124	7	6	7	20	0	42	3	45	198
07:15 AM	3	5	5	13	12	122	3	137	13	11	4	28	0	76	3	79	257
07:30 AM	0	10	10	20	12	143	2	157	17	15	13	45	1	64	4	69	291
07:45 AM	9	30	11	50	9	136	4	149	15	33	8	56	8	82	1	91	346
Total	13	50	29	92	39	516	12	567	52	65	32	149	9	264	11	284	1092
08:00 AM	5	25	15	45	5	123	7	135	19	40	11	70	5	80	6	91	341
08:15 AM	1	18	9	28	11	111	1	123	20	53	14	87	6	89	2	97	335
08:30 AM	5	31	21	57	7	103	2	112	14	41	12	67	4	80	5	89	325
08:45 AM	3	24	15	42	10	116	1	127	16	13	20	49	2	86	3	91	309
Total	14	98	60	172	33	453	11	497	69	147	57	273	17	335	16	368	1310
09:00 AM	4	9	14	27	12	114	1	127	19	17	8	44	4	103	5	112	310
09:15 AM	5	11	15	31	11	117	5	133	11	15	9	35	3	95	3	101	300
09:30 AM	3	13	4	20	5	102	2	109	11	13	13	37	2	81	2	85	251
09:45 AM	3	5	4	12	14	135	2	151	11	10	10	31	2	78	1	81	275
Total	15	38	37	90	42	468	10	520	52	55	40	147	11	357	11	379	1136
Grand Total	42	186	126	354	114	1437	33	1584	173	267	129	569	37	956	38	1031	3538
Apprch %	11.9	52.5	35.6		7.2	90.7	2.1		30.4	46.9	22.7		3.6	92.7	3.7		
Total %	1.2	5.3	3.6	10	3.2	40.6	0.9	44.8	4.9	7.5	3.6	16.1	1	27	1.1	29.1	
Passenger Vehicles	41	184	124	349	110	1407	33	1550	172	265	123	560	35	935	37	1007	3466
% Passenger Vehicles	97.6	98.9	98.4	98.6	96.5	97.9	100	97.9	99.4	99.3	95.3	98.4	94.6	97.8	97.4	97.7	98
Dual Wheeled	1	1	2	4	4	25	0	29	1	2	6	9	2	17	1	20	62
% Dual Wheeled	2.4	0.5	1.6	1.1	3.5	1.7	0	1.8	0.6	0.7	4.7	1.6	5.4	1.8	2.6	1.9	1.8
Buses	0	1	0	1	0	5	0	5	0	0	0	0	0	4	0	4	10
% Buses	0	0.5	0	0.3	0	0.3	0	0.3	0	0	0	0	0	0.4	0	0.4	0.3

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	30	11	50	9	136	4	149	15	33	8	56	8	82	1	91	346
08:00 AM	5	25	15	45	5	123	7	135	19	40	11	70	5	80	6	91	341
08:15 AM	1	18	9	28	11	111	1	123	20	53	14	87	6	89	2	97	335
08:30 AM	5	31	21	57	7	103	2	112	14	41	12	67	4	80	5	89	325
Total Volume	20	104	56	180	32	473	14	519	68	167	45	280	23	331	14	368	1347
% App. Total	11.1	57.8	31.1		6.2	91.1	2.7		24.3	59.6	16.1		6.2	89.9	3.8		
PHF	.556	.839	.667	.789	.727	.869	.500	.871	.850	.788	.804	.805	.719	.930	.583	.948	.973

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				08:30 AM			
+0 mins.	9	30	11	50	12	122	3	137	15	33	8	56	4	80	5	89
+15 mins.	5	25	15	45	12	143	2	157	19	40	11	70	2	86	3	91
+30 mins.	1	18	9	28	9	136	4	149	20	53	14	87	4	103	5	112
+45 mins.	5	31	21	57	5	123	7	135	14	41	12	67	3	95	3	101
Total Volume	20	104	56	180	38	524	16	578	68	167	45	280	13	364	16	393
% App. Total	11.1	57.8	31.1		6.6	90.7	2.8		24.3	59.6	16.1		3.3	92.6	4.1	
PHF	.556	.839	.667	.789	.792	.916	.571	.920	.850	.788	.804	.805	.813	.883	.800	.877

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
Start Date : 3/1/2016
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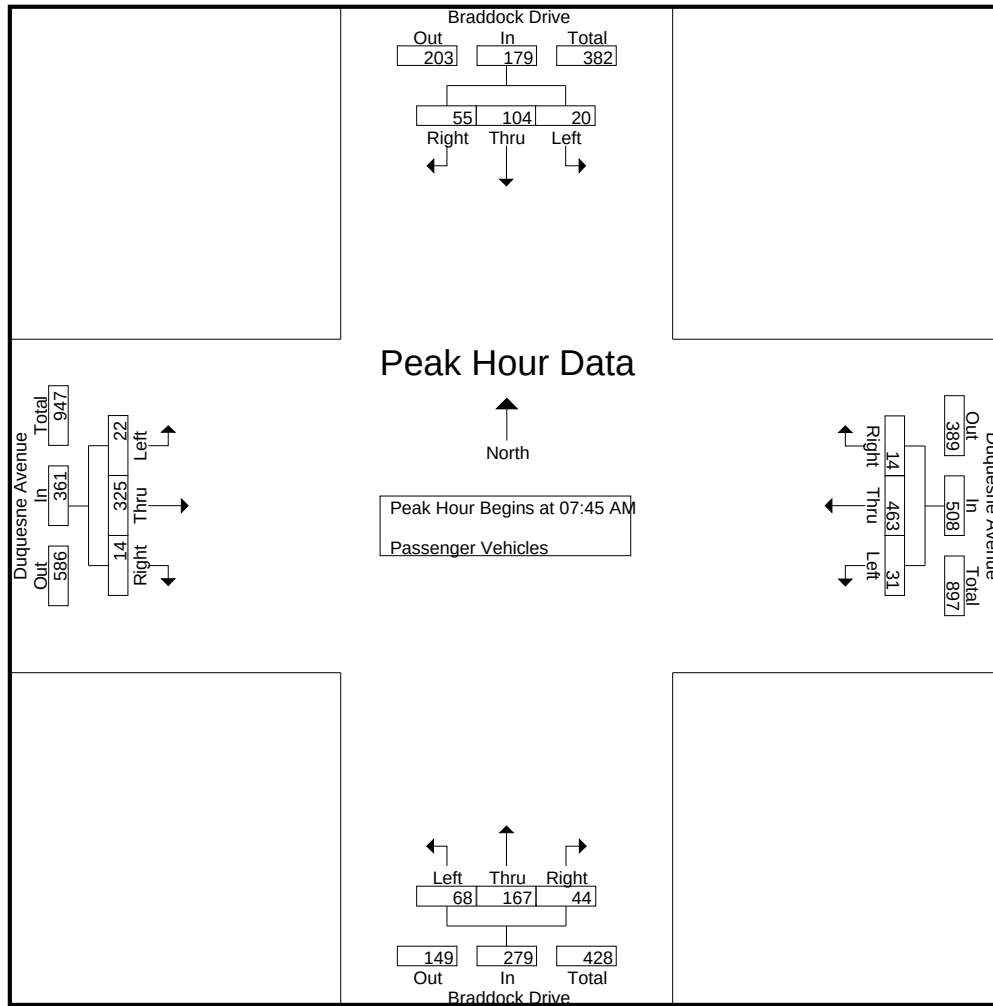
Groups Printed- Passenger Vehicles

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	3	9	6	114	3	123	7	6	7	20	0	41	3	44	196
07:15 AM	3	5	5	13	12	120	3	135	13	11	4	28	0	75	2	77	253
07:30 AM	0	9	10	19	12	139	2	153	17	15	12	44	1	63	4	68	284
07:45 AM	9	30	11	50	8	135	4	147	15	33	8	56	8	81	1	90	343
Total	13	49	29	91	38	508	12	558	52	65	31	148	9	260	10	279	1076
08:00 AM	5	25	15	45	5	121	7	133	19	40	11	70	4	78	6	88	336
08:15 AM	1	18	9	28	11	109	1	121	20	53	14	87	6	88	2	96	332
08:30 AM	5	31	20	56	7	98	2	107	14	41	11	66	4	78	5	87	316
08:45 AM	3	24	15	42	10	114	1	125	16	12	19	47	2	83	3	88	302
Total	14	98	59	171	33	442	11	486	69	146	55	270	16	327	16	359	1286
09:00 AM	3	9	13	25	12	110	1	123	19	17	8	44	3	101	5	109	301
09:15 AM	5	11	15	31	11	114	5	130	10	15	8	33	3	93	3	99	293
09:30 AM	3	12	4	19	5	101	2	108	11	12	12	35	2	81	2	85	247
09:45 AM	3	5	4	12	11	132	2	145	11	10	9	30	2	73	1	76	263
Total	14	37	36	87	39	457	10	506	51	54	37	142	10	348	11	369	1104
Grand Total	41	184	124	349	110	1407	33	1550	172	265	123	560	35	935	37	1007	3466
Apprch %	11.7	52.7	35.5		7.1	90.8	2.1		30.7	47.3	22		3.5	92.9	3.7		
Total %	1.2	5.3	3.6	10.1	3.2	40.6	1	44.7	5	7.6	3.5	16.2	1	27	1.1	29.1	

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	9	30	11	50	8	135	4	147	15	33	8	56	8	81	1	90	343
08:00 AM	5	25	15	45	5	121	7	133	19	40	11	70	4	78	6	88	336
08:15 AM	1	18	9	28	11	109	1	121	20	53	14	87	6	88	2	96	332
08:30 AM	5	31	20	56	7	98	2	107	14	41	11	66	4	78	5	87	316
Total Volume	20	104	55	179	31	463	14	508	68	167	44	279	22	325	14	361	1327
% App. Total	11.2	58.1	30.7		6.1	91.1	2.8		24.4	59.9	15.8		6.1	90	3.9		
PHF	.556	.839	.688	.799	.705	.857	.500	.864	.850	.788	.786	.802	.688	.923	.583	.940	.967

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	9	30	11	50	8	135	4	147	15	33	8	56	8	81	1	90
+15 mins.	5	25	15	45	5	121	7	133	19	40	11	70	4	78	6	88
+30 mins.	1	18	9	28	11	109	1	121	20	53	14	87	6	88	2	96
+45 mins.	5	31	20	56	7	98	2	107	14	41	11	66	4	78	5	87
Total Volume	20	104	55	179	31	463	14	508	68	167	44	279	22	325	14	361
% App. Total	11.2	58.1	30.7		6.1	91.1	2.8		24.4	59.9	15.8		6.1	90	3.9	
PHF	.556	.839	.688	.799	.705	.857	.500	.864	.850	.788	.786	.802	.688	.923	.583	.940

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
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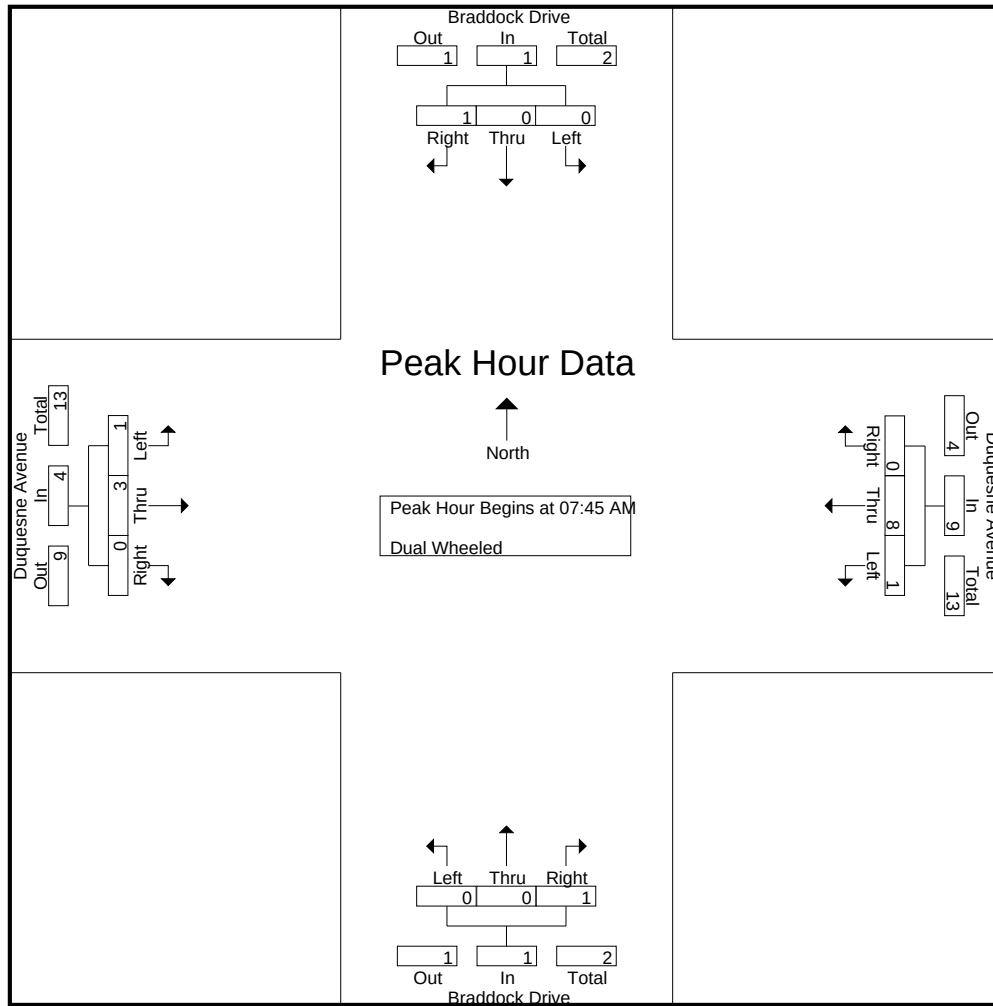
Groups Printed- Dual Wheeled

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	1	1	0	1	0	1	5
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	1	6	0	7	0	0	1	1	0	4	1	5	13
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	1	1	0	4	0	4	0	0	1	1	0	1	0	1	7
08:45 AM	0	0	0	0	0	2	0	2	0	1	1	2	0	2	0	2	6
Total	0	0	1	1	0	9	0	9	0	1	2	3	1	4	0	5	18
09:00 AM	1	0	1	2	0	4	0	4	0	0	0	0	1	2	0	3	9
09:15 AM	0	0	0	0	0	3	0	3	1	0	1	2	0	2	0	2	7
09:30 AM	0	1	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
09:45 AM	0	0	0	0	3	2	0	5	0	0	1	1	0	5	0	5	11
Total	1	1	1	3	3	10	0	13	1	1	3	5	1	9	0	10	31
Grand Total	1	1	2	4	4	25	0	29	1	2	6	9	2	17	1	20	62
Apprch %	25	25	50		13.8	86.2	0		11.1	22.2	66.7		10	85	5		
Total %	1.6	1.6	3.2	6.5	6.5	40.3	0	46.8	1.6	3.2	9.7	14.5	3.2	27.4	1.6	32.3	

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	1	1	0	4	0	4	0	0	1	1	0	1	0	1	7
Total Volume	0	0	1	1	1	8	0	9	0	0	1	1	1	3	0	4	15
% App. Total	0	0	100		11.1	88.9	0		0	0	100		25	75	0		
PHF	.000	.000	.250	.250	.250	.500	.000	.563	.000	.000	.250	.250	.250	.750	.000	1.00	.536

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	4	0	4	0	0	1	1	0	1	0	1
Total Volume	0	0	1	1	1	8	0	9	0	0	1	1	1	3	0	4
% App. Total	0	0	100		11.1	88.9	0		0	0	100		25	75	0	
PHF	.000	.000	.250	.250	.250	.500	.000	.563	.000	.000	.250	.250	.250	.750	.000	1.000

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
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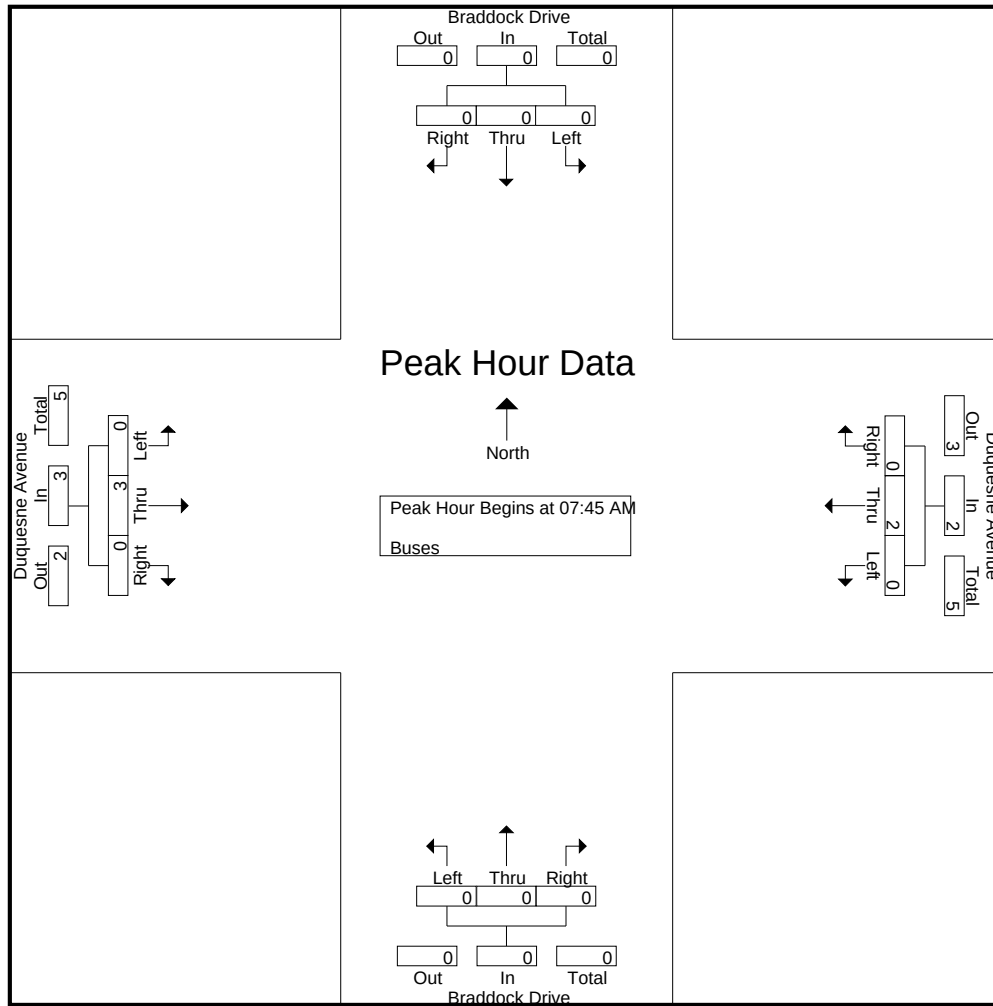
Groups Printed- Buses

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	5	0	5	0	0	0	0	0	4	0	4	10
Apprch %	0	100	0		0	100	0		0	0	0		0	100	0		
Total %	0	10	0	10	0	50	0	50	0	0	0	0	0	40	0	40	

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375	.417

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUAM
Site Code : 16616129
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.375	.000	.375

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUPM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

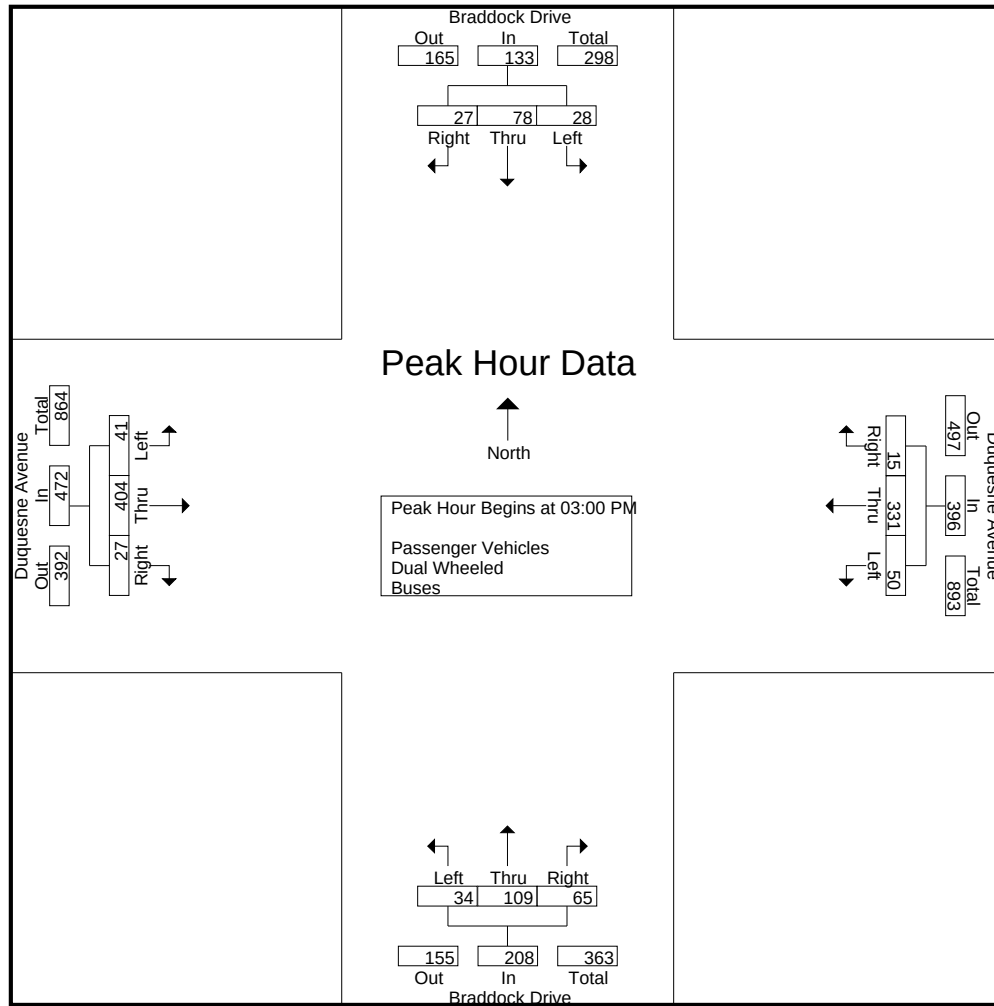
	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	8	6	19	14	85	5	104	7	36	23	66	8	100	7	115	304
03:15 PM	12	36	11	59	18	86	4	108	8	26	12	46	9	85	7	101	314
03:30 PM	8	16	6	30	11	88	4	103	6	27	13	46	8	102	6	116	295
03:45 PM	3	18	4	25	7	72	2	81	13	20	17	50	16	117	7	140	296
Total	28	78	27	133	50	331	15	396	34	109	65	208	41	404	27	472	1209
04:00 PM	3	9	4	16	10	92	2	104	13	25	12	50	9	115	5	129	299
04:15 PM	2	11	4	17	4	65	2	71	10	36	17	63	11	110	6	127	278
04:30 PM	2	12	6	20	15	74	4	93	12	36	20	68	21	88	11	120	301
04:45 PM	3	17	4	24	6	66	3	75	5	33	15	53	24	84	6	114	266
Total	10	49	18	77	35	297	11	343	40	130	64	234	65	397	28	490	1144
05:00 PM	2	15	3	20	8	65	3	76	8	49	8	65	23	81	6	110	271
05:15 PM	1	6	2	9	7	62	4	73	14	37	8	59	36	79	9	124	265
05:30 PM	1	15	6	22	17	69	2	88	14	48	14	76	32	78	20	130	316
05:45 PM	0	15	5	20	14	68	5	87	9	39	16	64	23	77	8	108	279
Total	4	51	16	71	46	264	14	324	45	173	46	264	114	315	43	472	1131
Grand Total	42	178	61	281	131	892	40	1063	119	412	175	706	220	1116	98	1434	3484
Apprch %	14.9	63.3	21.7		12.3	83.9	3.8		16.9	58.4	24.8		15.3	77.8	6.8		
Total %	1.2	5.1	1.8	8.1	3.8	25.6	1.1	30.5	3.4	11.8	5	20.3	6.3	32	2.8	41.2	
Passenger Vehicles	42	177	61	280	128	887	38	1053	118	408	169	695	217	1107	98	1422	3450
% Passenger Vehicles	100	99.4	100	99.6	97.7	99.4	95	99.1	99.2	99	96.6	98.4	98.6	99.2	100	99.2	99
Dual Wheeled	0	1	0	1	3	5	2	10	1	4	6	11	3	9	0	12	34
% Dual Wheeled	0	0.6	0	0.4	2.3	0.6	5	0.9	0.8	1	3.4	1.6	1.4	0.8	0	0.8	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	8	6	19	14	85	5	104	7	36	23	66	8	100	7	115	304
03:15 PM	12	36	11	59	18	86	4	108	8	26	12	46	9	85	7	101	314
03:30 PM	8	16	6	30	11	88	4	103	6	27	13	46	8	102	6	116	295
03:45 PM	3	18	4	25	7	72	2	81	13	20	17	50	16	117	7	140	296
Total Volume	28	78	27	133	50	331	15	396	34	109	65	208	41	404	27	472	1209
% App. Total	21.1	58.6	20.3		12.6	83.6	3.8		16.3	52.4	31.2		8.7	85.6	5.7		
PHF	.583	.542	.614	.564	.694	.940	.750	.917	.654	.757	.707	.788	.641	.863	.964	.843	.963

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUPM
Site Code : 16616129
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				05:00 PM				03:45 PM			
+0 mins.	5	8	6	19	14	85	5	104	8	49	8	65	16	117	7	140
+15 mins.	12	36	11	59	18	86	4	108	14	37	8	59	9	115	5	129
+30 mins.	8	16	6	30	11	88	4	103	14	48	14	76	11	110	6	127
+45 mins.	3	18	4	25	7	72	2	81	9	39	16	64	21	88	11	120
Total Volume	28	78	27	133	50	331	15	396	45	173	46	264	57	430	29	516
% App. Total	21.1	58.6	20.3		12.6	83.6	3.8		17	65.5	17.4		11	83.3	5.6	
PHF	.583	.542	.614	.564	.694	.940	.750	.917	.804	.883	.719	.868	.679	.919	.659	.921

Culver City
N/S: Braddock Drive
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCBRDUPM
Site Code : 16616129
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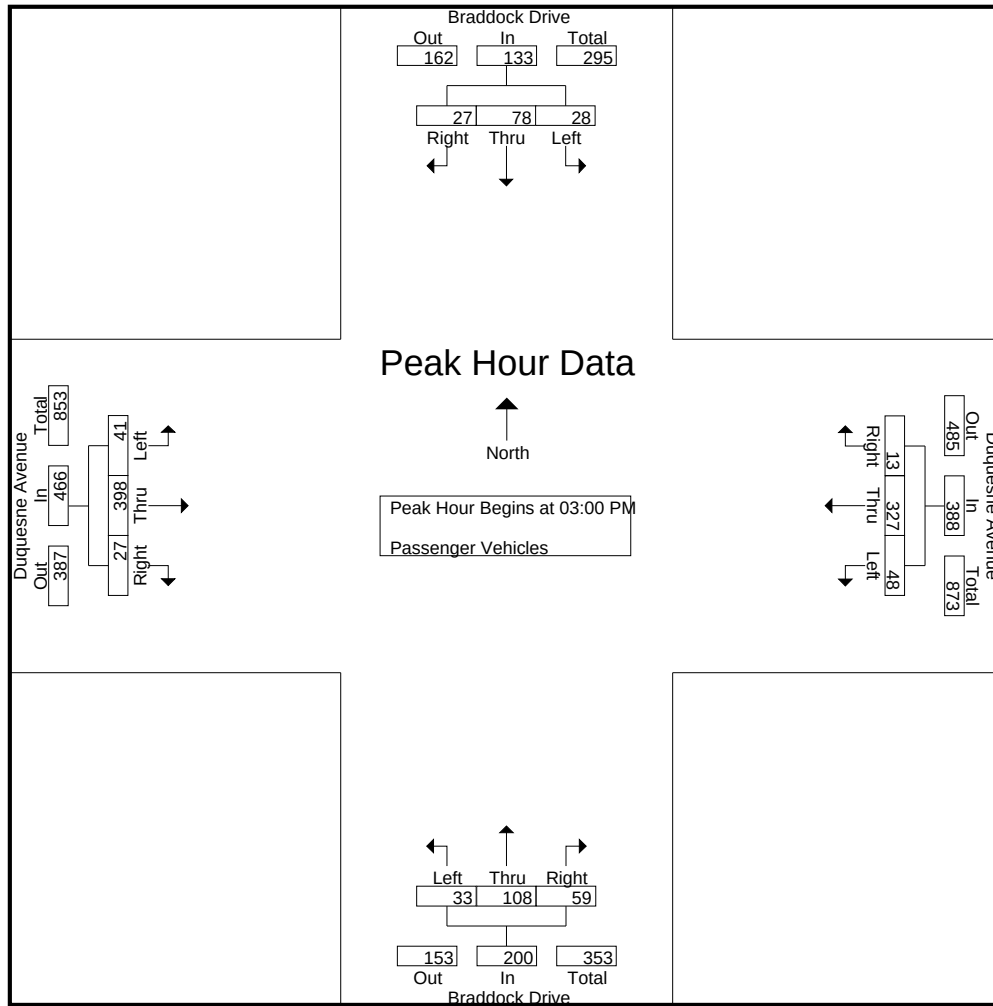
Groups Printed- Passenger Vehicles

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	8	6	19	14	84	4	102	6	36	23	65	8	99	7	114	300
03:15 PM	12	36	11	59	18	85	4	107	8	25	11	44	9	84	7	100	310
03:30 PM	8	16	6	30	9	87	3	99	6	27	12	45	8	101	6	115	289
03:45 PM	3	18	4	25	7	71	2	80	13	20	13	46	16	114	7	137	288
Total	28	78	27	133	48	327	13	388	33	108	59	200	41	398	27	466	1187
04:00 PM	3	9	4	16	10	92	2	104	13	25	12	50	8	115	5	128	298
04:15 PM	2	10	4	16	4	65	2	71	10	35	17	62	11	109	6	126	275
04:30 PM	2	12	6	20	14	74	4	92	12	35	20	67	21	87	11	119	298
04:45 PM	3	17	4	24	6	66	3	75	5	32	15	52	23	84	6	113	264
Total	10	48	18	76	34	297	11	342	40	127	64	231	63	395	28	486	1135
05:00 PM	2	15	3	20	8	65	3	76	8	49	8	65	23	81	6	110	271
05:15 PM	1	6	2	9	7	62	4	73	14	37	8	59	36	78	9	123	264
05:30 PM	1	15	6	22	17	68	2	87	14	48	14	76	32	78	20	130	315
05:45 PM	0	15	5	20	14	68	5	87	9	39	16	64	22	77	8	107	278
Total	4	51	16	71	46	263	14	323	45	173	46	264	113	314	43	470	1128
Grand Total	42	177	61	280	128	887	38	1053	118	408	169	695	217	1107	98	1422	3450
Apprch %	15	63.2	21.8		12.2	84.2	3.6		17	58.7	24.3		15.3	77.8	6.9		
Total %	1.2	5.1	1.8	8.1	3.7	25.7	1.1	30.5	3.4	11.8	4.9	20.1	6.3	32.1	2.8	41.2	

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	5	8	6	19	14	84	4	102	6	36	23	65	8	99	7	114	300
03:15 PM	12	36	11	59	18	85	4	107	8	25	11	44	9	84	7	100	310
03:30 PM	8	16	6	30	9	87	3	99	6	27	12	45	8	101	6	115	289
03:45 PM	3	18	4	25	7	71	2	80	13	20	13	46	16	114	7	137	288
Total Volume	28	78	27	133	48	327	13	388	33	108	59	200	41	398	27	466	1187
% App. Total	21.1	58.6	20.3		12.4	84.3	3.4		16.5	54	29.5		8.8	85.4	5.8		
PHF	.583	.542	.614	.564	.667	.940	.813	.907	.635	.750	.641	.769	.641	.873	.964	.850	.957

Culver City
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	5	8	6	19	14	84	4	102	6	36	23	65	8	99	7	114
+15 mins.	12	36	11	59	18	85	4	107	8	25	11	44	9	84	7	100
+30 mins.	8	16	6	30	9	87	3	99	6	27	12	45	8	101	6	115
+45 mins.	3	18	4	25	7	71	2	80	13	20	13	46	16	114	7	137
Total Volume	28	78	27	133	48	327	13	388	33	108	59	200	41	398	27	466
% App. Total	21.1	58.6	20.3		12.4	84.3	3.4		16.5	54	29.5		8.8	85.4	5.8	
PHF	.583	.542	.614	.564	.667	.940	.813	.907	.635	.750	.641	.769	.641	.873	.964	.850

Culver City
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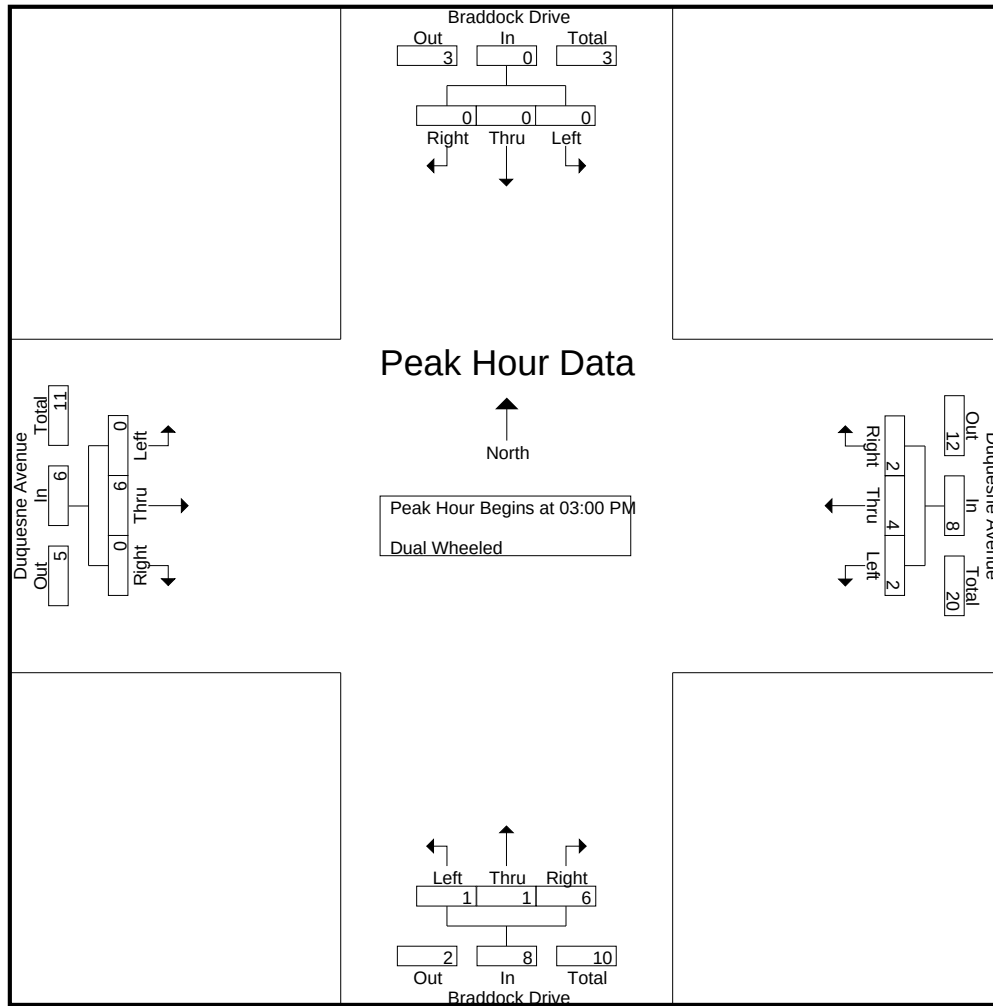
Groups Printed- Dual Wheeled

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
03:15 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
03:30 PM	0	0	0	0	2	1	1	4	0	0	1	1	0	1	0	1	6
03:45 PM	0	0	0	0	0	1	0	1	0	0	4	4	0	3	0	3	8
Total	0	0	0	0	2	4	2	8	1	1	6	8	0	6	0	6	22
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	0	1	1	0	0	1	0	3	0	3	2	2	0	4	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
Grand Total	0	1	0	1	3	5	2	10	1	4	6	11	3	9	0	12	34
Apprch %	0	100	0		30	50	20		9.1	36.4	54.5		25	75	0		
Total %	0	2.9	0	2.9	8.8	14.7	5.9	29.4	2.9	11.8	17.6	32.4	8.8	26.5	0	35.3	

	Braddock Drive Southbound				Duquesne Avenue Westbound				Braddock Drive Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1	4
03:15 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
03:30 PM	0	0	0	0	2	1	1	4	0	0	1	1	0	1	0	1	6
03:45 PM	0	0	0	0	0	1	0	1	0	0	4	4	0	3	0	3	8
Total Volume	0	0	0	0	2	4	2	8	1	1	6	8	0	6	0	6	22
% App. Total	0	0	0		25	50	25		12.5	12.5	75		0	100	0		
PHF	.000	.000	.000	.000	.250	1.00	.500	.500	.250	.250	.375	.500	.000	.500	.000	.500	.688

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	1	1	2	1	0	0	1	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1
+30 mins.	0	0	0	0	2	1	1	4	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	4	4	0	3	0	3
Total Volume	0	0	0	0	2	4	2	8	1	1	6	8	0	6	0	6
% App. Total	0	0	0	0	25	50	25		12.5	12.5	75		0	100	0	
PHF	.000	.000	.000	.000	.250	1.000	.500	.500	.250	.250	.375	.500	.000	.500	.000	.500

Culver City
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Weather: Clear

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Culver City
N/S: Lucerne Avenue
E/W: Duquesne Avenue
Weather: Clear

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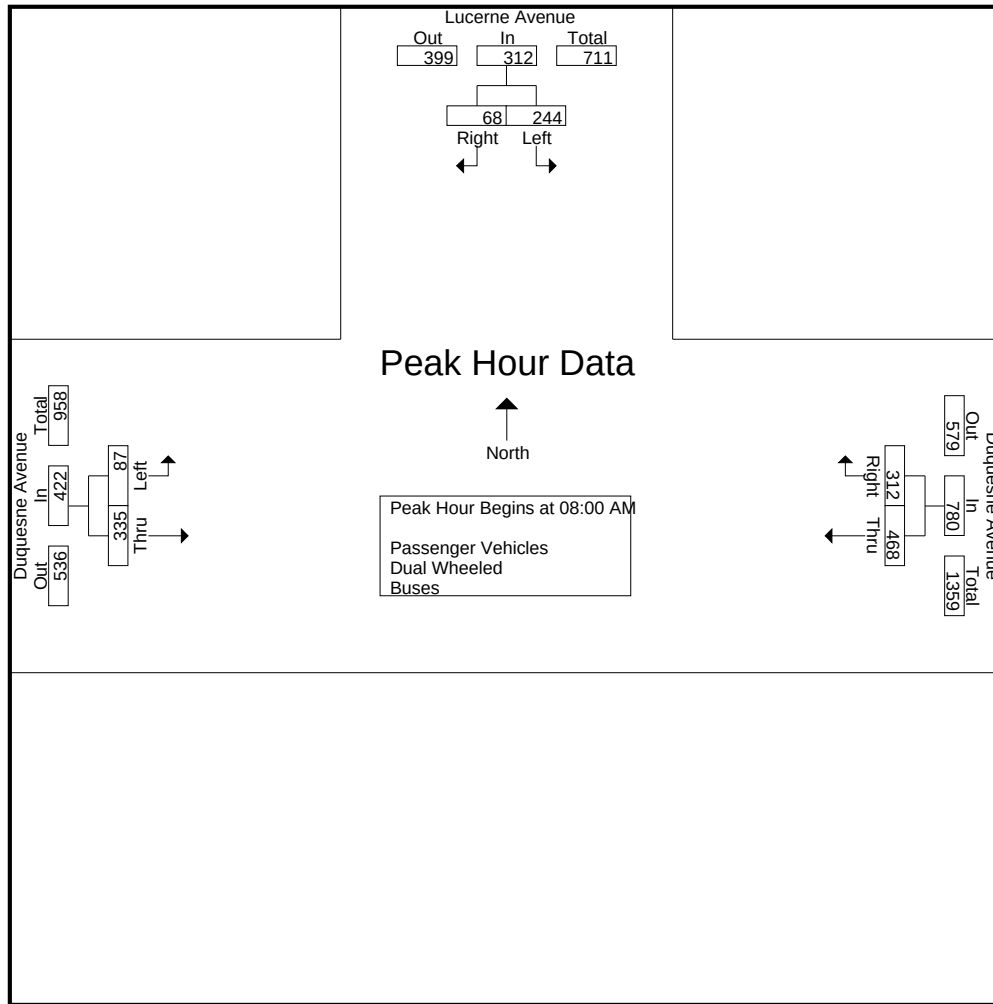
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	28	13	41	115	32	147	16	41	57	245
07:15 AM	31	15	46	128	47	175	12	70	82	303
07:30 AM	39	26	65	139	69	208	18	67	85	358
07:45 AM	45	38	83	106	64	170	17	87	104	357
Total	143	92	235	488	212	700	63	265	328	1263
08:00 AM	62	14	76	126	94	220	19	83	102	398
08:15 AM	61	20	81	115	84	199	21	85	106	386
08:30 AM	62	11	73	114	74	188	23	75	98	359
08:45 AM	59	23	82	113	60	173	24	92	116	371
Total	244	68	312	468	312	780	87	335	422	1514
09:00 AM	49	14	63	120	61	181	29	95	124	368
09:15 AM	42	17	59	119	46	165	17	97	114	338
09:30 AM	36	13	49	97	47	144	18	87	105	298
09:45 AM	28	17	45	132	48	180	23	77	100	325
Total	155	61	216	468	202	670	87	356	443	1329
Grand Total	542	221	763	1424	726	2150	237	956	1193	4106
Apprch %	71	29		66.2	33.8		19.9	80.1		
Total %	13.2	5.4	18.6	34.7	17.7	52.4	5.8	23.3	29.1	
Passenger Vehicles	532	218	750	1390	715	2105	236	937	1173	4028
% Passenger Vehicles	98.2	98.6	98.3	97.6	98.5	97.9	99.6	98	98.3	98.1
Dual Wheeled	9	3	12	29	10	39	1	16	17	68
% Dual Wheeled	1.7	1.4	1.6	2	1.4	1.8	0.4	1.7	1.4	1.7
Buses	1	0	1	5	1	6	0	3	3	10
% Buses	0.2	0	0.1	0.4	0.1	0.3	0	0.3	0.3	0.2

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	62	14	76	126	94	220	19	83	102	398
08:15 AM	61	20	81	115	84	199	21	85	106	386
08:30 AM	62	11	73	114	74	188	23	75	98	359
08:45 AM	59	23	82	113	60	173	24	92	116	371
Total Volume	244	68	312	468	312	780	87	335	422	1514
% App. Total	78.2	21.8		60	40		20.6	79.4		
PHF	.984	.739	.951	.929	.830	.886	.906	.910	.909	.951

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			08:45 AM		
+0 mins.	45	38	83	139	69	208	24	92	116
+15 mins.	62	14	76	106	64	170	29	95	124
+30 mins.	61	20	81	126	94	220	17	97	114
+45 mins.	62	11	73	115	84	199	18	87	105
Total Volume	230	83	313	486	311	797	88	371	459
% App. Total	73.5	26.5		61	39		19.2	80.8	
PHF	.927	.546	.943	.874	.827	.906	.759	.956	.925

Culver City
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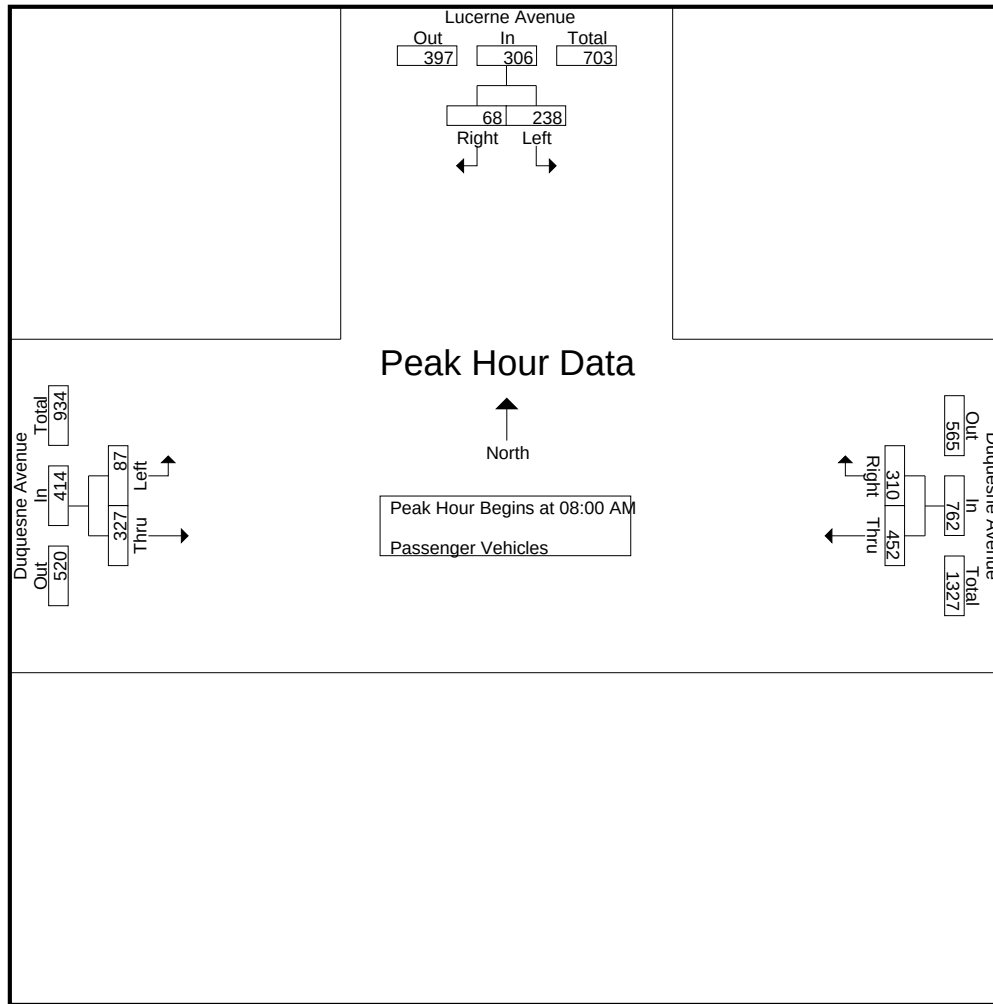
Groups Printed- Passenger Vehicles

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	27	12	39	113	32	145	15	41	56	240
07:15 AM	31	15	46	126	45	171	12	70	82	299
07:30 AM	39	25	64	137	68	205	18	66	84	353
07:45 AM	45	38	83	105	63	168	17	87	104	355
Total	142	90	232	481	208	689	62	264	326	1247
08:00 AM	62	14	76	123	94	217	19	81	100	393
08:15 AM	60	20	80	111	83	194	21	85	106	380
08:30 AM	58	11	69	108	73	181	23	74	97	347
08:45 AM	58	23	81	110	60	170	24	87	111	362
Total	238	68	306	452	310	762	87	327	414	1482
09:00 AM	48	14	62	117	59	176	29	92	121	359
09:15 AM	41	17	58	116	45	161	17	94	111	330
09:30 AM	35	12	47	96	47	143	18	85	103	293
09:45 AM	28	17	45	128	46	174	23	75	98	317
Total	152	60	212	457	197	654	87	346	433	1299
Grand Total	532	218	750	1390	715	2105	236	937	1173	4028
Apprch %	70.9	29.1		66	34		20.1	79.9		
Total %	13.2	5.4	18.6	34.5	17.8	52.3	5.9	23.3	29.1	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	62	14	76	123	94	217	19	81	100	393
08:15 AM	60	20	80	111	83	194	21	85	106	380
08:30 AM	58	11	69	108	73	181	23	74	97	347
08:45 AM	58	23	81	110	60	170	24	87	111	362
Total Volume	238	68	306	452	310	762	87	327	414	1482
% App. Total	77.8	22.2		59.3	40.7		21	79		
PHF	.960	.739	.944	.919	.824	.878	.906	.940	.932	.943

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	62	14	76	123	94	217	19	81	100
+15 mins.	60	20	80	111	83	194	21	85	106
+30 mins.	58	11	69	108	73	181	23	74	97
+45 mins.	58	23	81	110	60	170	24	87	111
Total Volume	238	68	306	452	310	762	87	327	414
% App. Total	77.8	22.2		59.3	40.7		21	79	
PHF	.960	.739	.944	.919	.824	.878	.906	.940	.932

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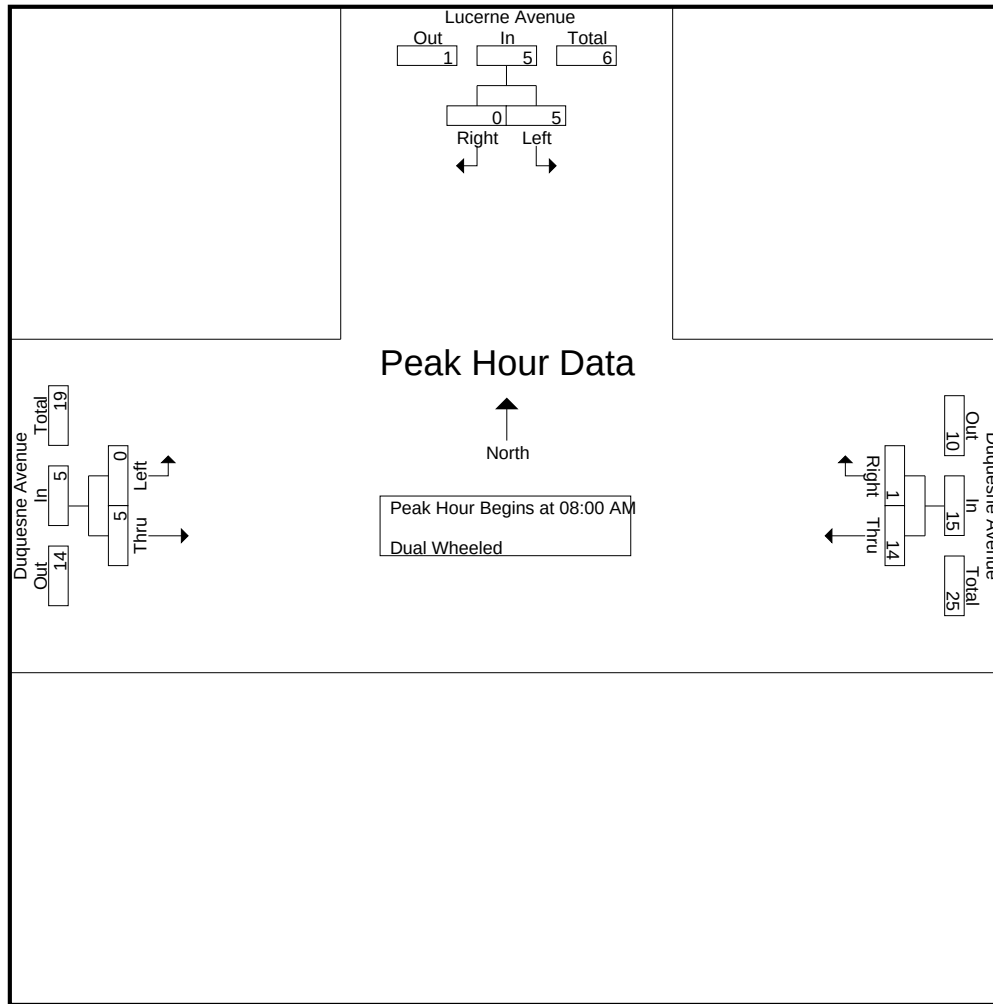
Groups Printed- Dual Wheeled

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	1	1	2	2	0	2	1	0	1	5
07:15 AM	0	0	0	1	2	3	0	0	0	3
07:30 AM	0	1	1	1	1	2	0	1	1	4
07:45 AM	0	0	0	1	1	2	0	0	0	2
Total	1	2	3	5	4	9	1	1	2	14
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	1	0	1	4	0	4	0	0	0	5
08:30 AM	3	0	3	6	1	7	0	1	1	11
08:45 AM	1	0	1	3	0	3	0	4	4	8
Total	5	0	5	14	1	15	0	5	5	25
09:00 AM	1	0	1	3	2	5	0	3	3	9
09:15 AM	1	0	1	3	1	4	0	3	3	8
09:30 AM	1	1	2	1	0	1	0	2	2	5
09:45 AM	0	0	0	3	2	5	0	2	2	7
Total	3	1	4	10	5	15	0	10	10	29
Grand Total	9	3	12	29	10	39	1	16	17	68
Apprch %	75	25		74.4	25.6		5.9	94.1		
Total %	13.2	4.4	17.6	42.6	14.7	57.4	1.5	23.5	25	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	1	0	1	4	0	4	0	0	0	5
08:30 AM	3	0	3	6	1	7	0	1	1	11
08:45 AM	1	0	1	3	0	3	0	4	4	8
Total Volume	5	0	5	14	1	15	0	5	5	25
% App. Total	100	0		93.3	6.7		0	100		
PHF	.417	.000	.417	.583	.250	.536	.000	.313	.313	.568

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	1	0	1	4	0	4	0	0	0
+30 mins.	3	0	3	6	1	7	0	1	1
+45 mins.	1	0	1	3	0	3	0	4	4
Total Volume	5	0	5	14	1	15	0	5	5
% App. Total	100	0		93.3	6.7		0	100	
PHF	.417	.000	.417	.583	.250	.536	.000	.313	.313

Culver City
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Weather: Clear

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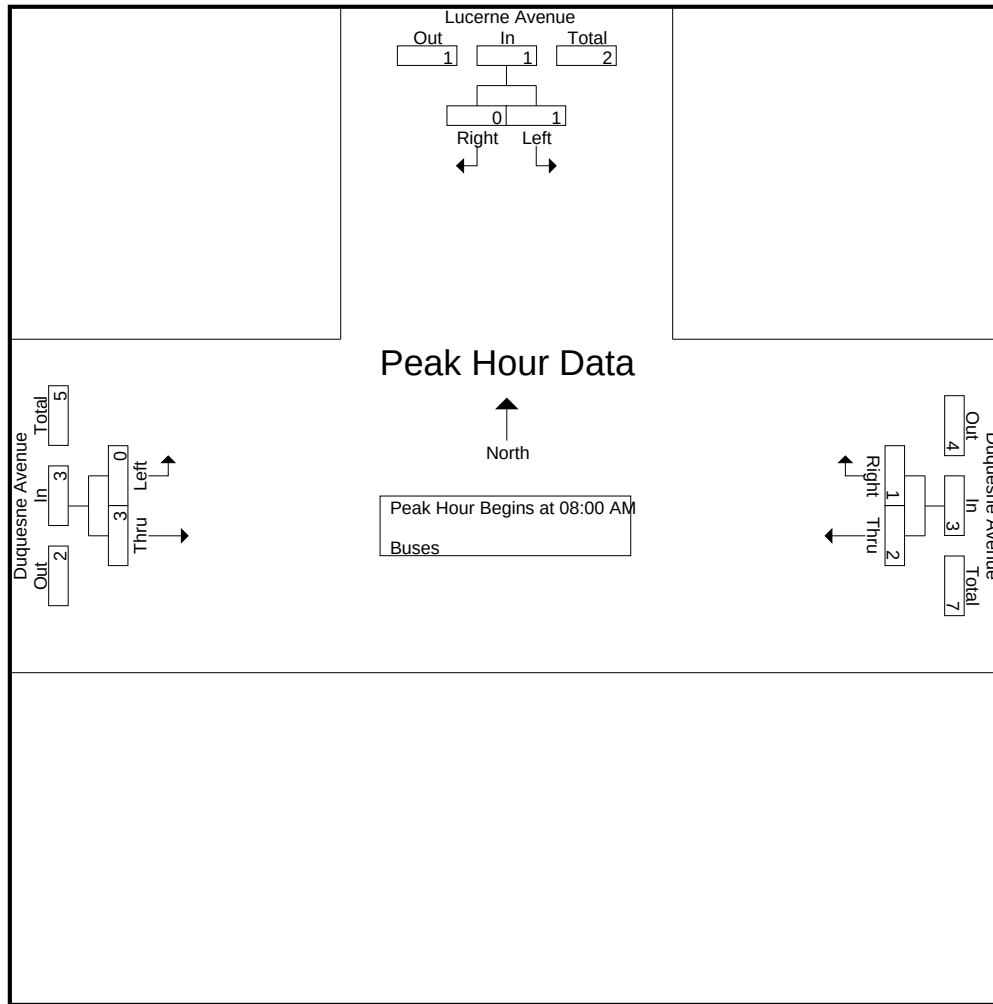
Groups Printed- Buses

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	0	0	2
08:00 AM	0	0	0	2	0	2	0	2	2	4
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	2	1	3	0	3	3	7
09:00 AM	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	1
Grand Total	1	0	1	5	1	6	0	3	3	10
Apprch %	100	0		83.3	16.7		0	100		
Total %	10	0	10	50	10	60	0	30	30	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	2	0	2	0	2	2	4
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	1	0	1	2	1	3	0	3	3	7
% App. Total	100	0		66.7	33.3		0	100		
PHF	.250	.000	.250	.250	.250	.375	.000	.375	.375	.438

Culver City
N/S: Lucerne Avenue
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	2	0	2	0	2	2
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	1	0	1	2	1	3	0	3	3
% App. Total	100	0		66.7	33.3		0	100	
PHF	.250	.000	.250	.250	.250	.375	.000	.375	.375

Culver City
N/S: Lucerne Avenue
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCLUDUPM
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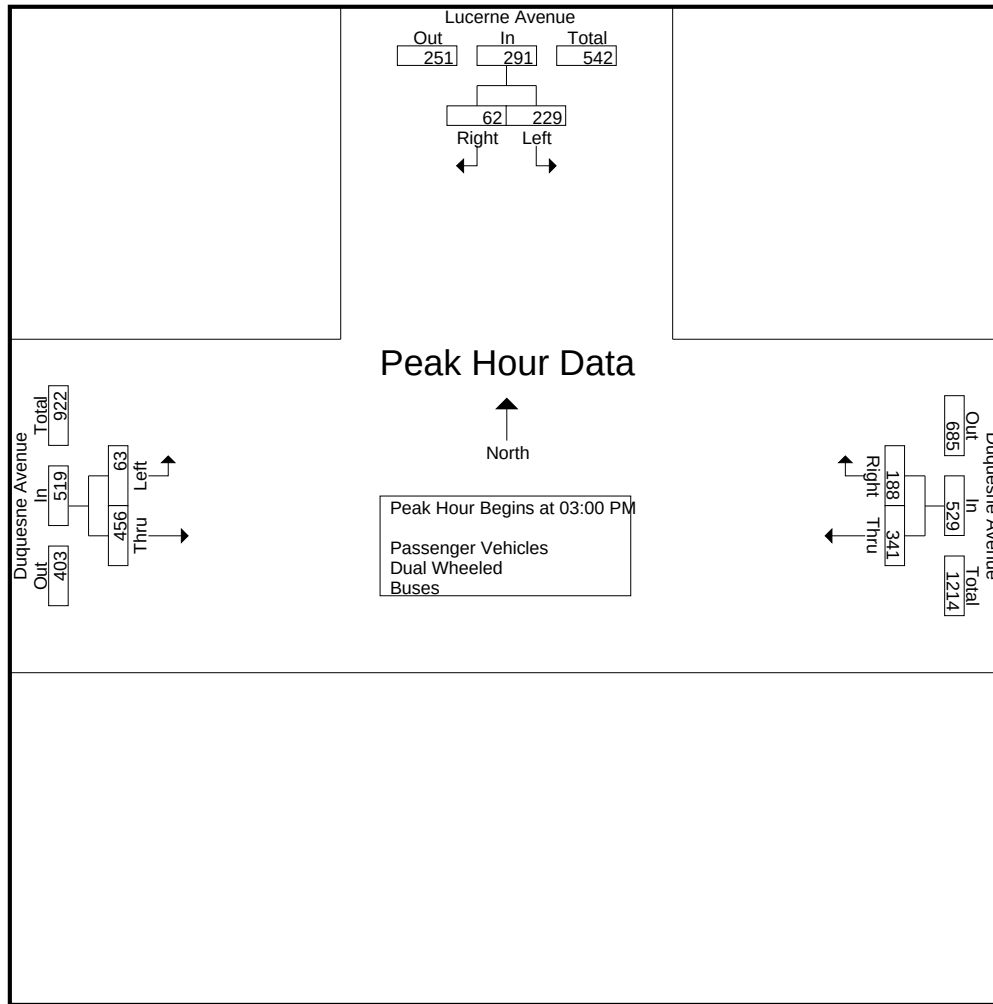
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	52	13	65	94	53	147	21	106	127	339
03:15 PM	69	12	81	103	44	147	12	106	118	346
03:30 PM	50	21	71	69	47	116	11	125	136	323
03:45 PM	58	16	74	75	44	119	19	119	138	331
Total	229	62	291	341	188	529	63	456	519	1339
04:00 PM	52	18	70	88	40	128	18	121	139	337
04:15 PM	54	7	61	67	30	97	10	128	138	296
04:30 PM	59	13	72	85	48	133	8	96	104	309
04:45 PM	73	10	83	69	53	122	7	102	109	314
Total	238	48	286	309	171	480	43	447	490	1256
05:00 PM	64	12	76	73	47	120	11	97	108	304
05:15 PM	81	18	99	72	59	131	7	96	103	333
05:30 PM	85	16	101	61	84	145	12	90	102	348
05:45 PM	61	20	81	71	80	151	9	96	105	337
Total	291	66	357	277	270	547	39	379	418	1322
Grand Total	758	176	934	927	629	1556	145	1282	1427	3917
Apprch %	81.2	18.8		59.6	40.4		10.2	89.8		
Total %	19.4	4.5	23.8	23.7	16.1	39.7	3.7	32.7	36.4	
Passenger Vehicles	754	176	930	920	622	1542	145	1274	1419	3891
% Passenger Vehicles	99.5	100	99.6	99.2	98.9	99.1	100	99.4	99.4	99.3
Dual Wheeled	4	0	4	7	7	14	0	7	7	25
% Dual Wheeled	0.5	0	0.4	0.8	1.1	0.9	0	0.5	0.5	0.6
Buses	0	0	0	0	0	0	0	1	1	1
% Buses	0	0	0	0	0	0	0	0.1	0.1	0

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	52	13	65	94	53	147	21	106	127	339
03:15 PM	69	12	81	103	44	147	12	106	118	346
03:30 PM	50	21	71	69	47	116	11	125	136	323
03:45 PM	58	16	74	75	44	119	19	119	138	331
Total Volume	229	62	291	341	188	529	63	456	519	1339
% App. Total	78.7	21.3		64.5	35.5		12.1	87.9		
PHF	.830	.738	.898	.828	.887	.900	.750	.912	.940	.967

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			03:30 PM		
+0 mins.	73	10	83	73	47	120	11	125	136
+15 mins.	64	12	76	72	59	131	19	119	138
+30 mins.	81	18	99	61	84	145	18	121	139
+45 mins.	85	16	101	71	80	151	10	128	138
Total Volume	303	56	359	277	270	547	58	493	551
% App. Total	84.4	15.6		50.6	49.4		10.5	89.5	
PHF	.891	.778	.889	.949	.804	.906	.763	.963	.991

Culver City
N/S: Lucerne Avenue
E/W: Duquesne Avenue
Weather: Clear

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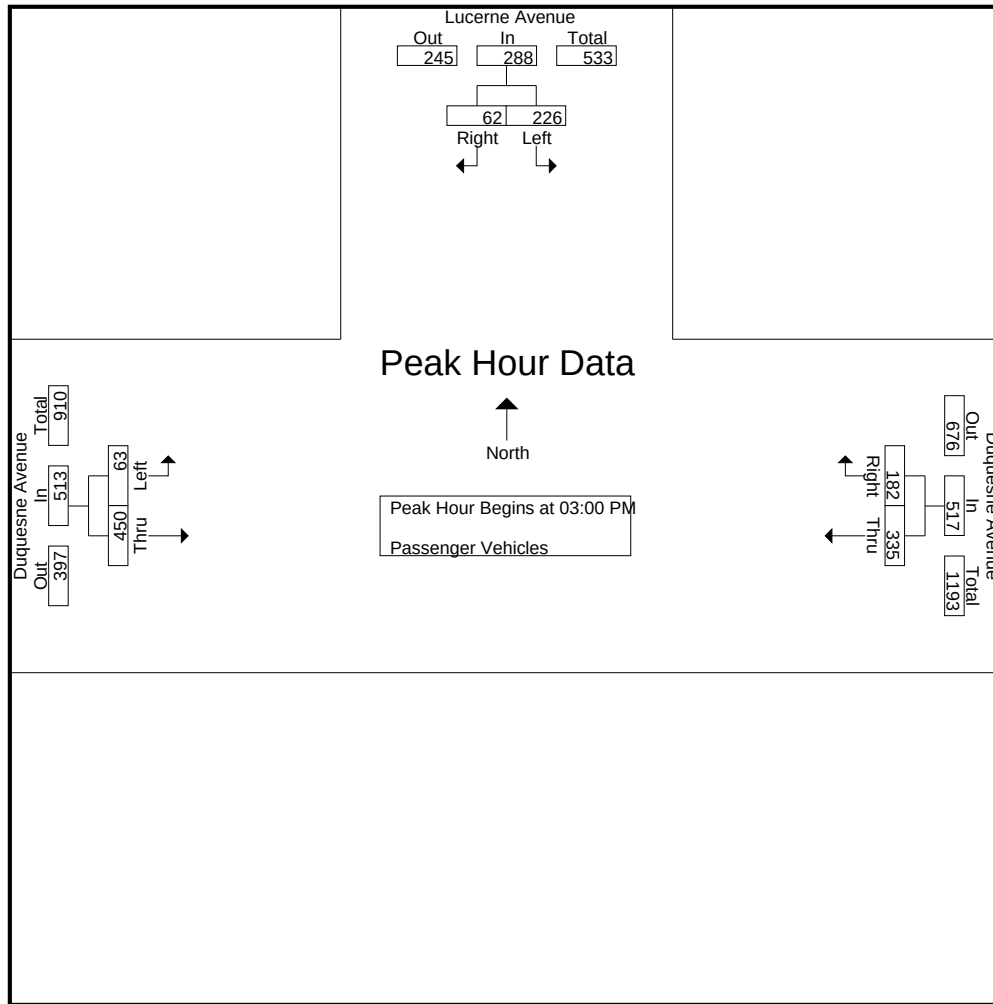
Groups Printed- Passenger Vehicles

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	50	13	63	93	52	145	21	105	126	334
03:15 PM	69	12	81	102	42	144	12	104	116	341
03:30 PM	50	21	71	65	46	111	11	123	134	316
03:45 PM	57	16	73	75	42	117	19	118	137	327
Total	226	62	288	335	182	517	63	450	513	1318
04:00 PM	52	18	70	88	40	128	18	120	138	336
04:15 PM	54	7	61	67	30	97	10	128	138	296
04:30 PM	58	13	71	85	48	133	8	96	104	308
04:45 PM	73	10	83	69	52	121	7	102	109	313
Total	237	48	285	309	170	479	43	446	489	1253
05:00 PM	64	12	76	73	47	120	11	97	108	304
05:15 PM	81	18	99	71	59	130	7	95	102	331
05:30 PM	85	16	101	61	84	145	12	90	102	348
05:45 PM	61	20	81	71	80	151	9	96	105	337
Total	291	66	357	276	270	546	39	378	417	1320
Grand Total	754	176	930	920	622	1542	145	1274	1419	3891
Apprch %	81.1	18.9		59.7	40.3		10.2	89.8		
Total %	19.4	4.5	23.9	23.6	16	39.6	3.7	32.7	36.5	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	50	13	63	93	52	145	21	105	126	334
03:15 PM	69	12	81	102	42	144	12	104	116	341
03:30 PM	50	21	71	65	46	111	11	123	134	316
03:45 PM	57	16	73	75	42	117	19	118	137	327
Total Volume	226	62	288	335	182	517	63	450	513	1318
% App. Total	78.5	21.5		64.8	35.2		12.3	87.7		
PHF	.819	.738	.889	.821	.875	.891	.750	.915	.936	.966

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	50	13	63	93	52	145	21	105	126
+15 mins.	69	12	81	102	42	144	12	104	116
+30 mins.	50	21	71	65	46	111	11	123	134
+45 mins.	57	16	73	75	42	117	19	118	137
Total Volume	226	62	288	335	182	517	63	450	513
% App. Total	78.5	21.5		64.8	35.2		12.3	87.7	
PHF	.819	.738	.889	.821	.875	.891	.750	.915	.936

Culver City
N/S: Lucerne Avenue
E/W: Duquesne Avenue
Weather: Clear

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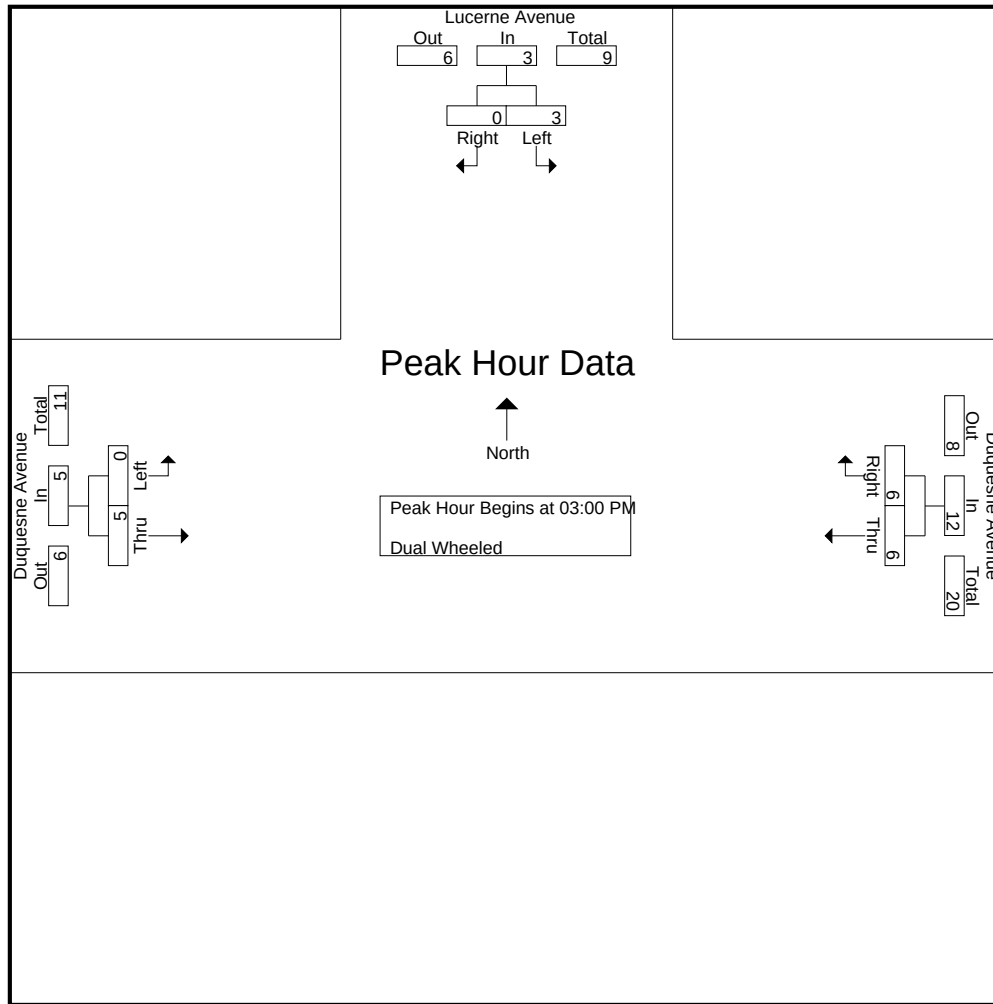
Groups Printed- Dual Wheeled

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	2	0	2	1	1	2	0	1	1	5
03:15 PM	0	0	0	1	2	3	0	2	2	5
03:30 PM	0	0	0	4	1	5	0	1	1	6
03:45 PM	1	0	1	0	2	2	0	1	1	4
Total	3	0	3	6	6	12	0	5	5	20
04:00 PM	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	1	0	0	0	1
Total	1	0	1	0	1	1	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	4	0	4	7	7	14	0	7	7	25
Apprch %	100	0		50	50		0	100		
Total %	16	0	16	28	28	56	0	28	28	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	2	0	2	1	1	2	0	1	1	5
03:15 PM	0	0	0	1	2	3	0	2	2	5
03:30 PM	0	0	0	4	1	5	0	1	1	6
03:45 PM	1	0	1	0	2	2	0	1	1	4
Total Volume	3	0	3	6	6	12	0	5	5	20
% App. Total	100	0		50	50		0	100		
PHF	.375	.000	.375	.375	.750	.600	.000	.625	.625	.833

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	2	0	2	1	1	2	0	1	1
+15 mins.	0	0	0	1	2	3	0	2	2
+30 mins.	0	0	0	4	1	5	0	1	1
+45 mins.	1	0	1	0	2	2	0	1	1
Total Volume	3	0	3	6	6	12	0	5	5
% App. Total	100	0		50	50		0	100	
PHF	.375	.000	.375	.375	.750	.600	.000	.625	.625

Culver City
N/S: Lucerne Avenue
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Groups Printed- Buses

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

	Lucerne Avenue Southbound			Duquesne Avenue Westbound			Duquesne Avenue Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	1	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0		0	0		0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

Culver City
N/S: Lucerne Avenue
E/W: Duquesne Avenue
Weather: Clear

Diagram illustrating the intersection of Duquesne Avenue and Lucerne Avenue during peak hour. The diagram shows traffic flow with counts for Out, In, Total, Right, Left, and Thru movements. A box indicates "Peak Hour Begins at 03:00 PM" and "Buses" are present. A north arrow points upwards.

Lucerne Avenue

Out	In	Total
0	0	0

Right: 0, Left: 0

Duquesne Avenue

Out	In	Total
0	1	1

Thru: 1, Left: 0

Peak Hour Begins at 03:00 PM
Buses

North

Duquesne Avenue

Out	In	Total
1	0	1

Right: 0, Thru: 0

[illegible]

Culver City
N/S: Jefferson Boulevard
E/W: Overland Avenue
Weather: Clear

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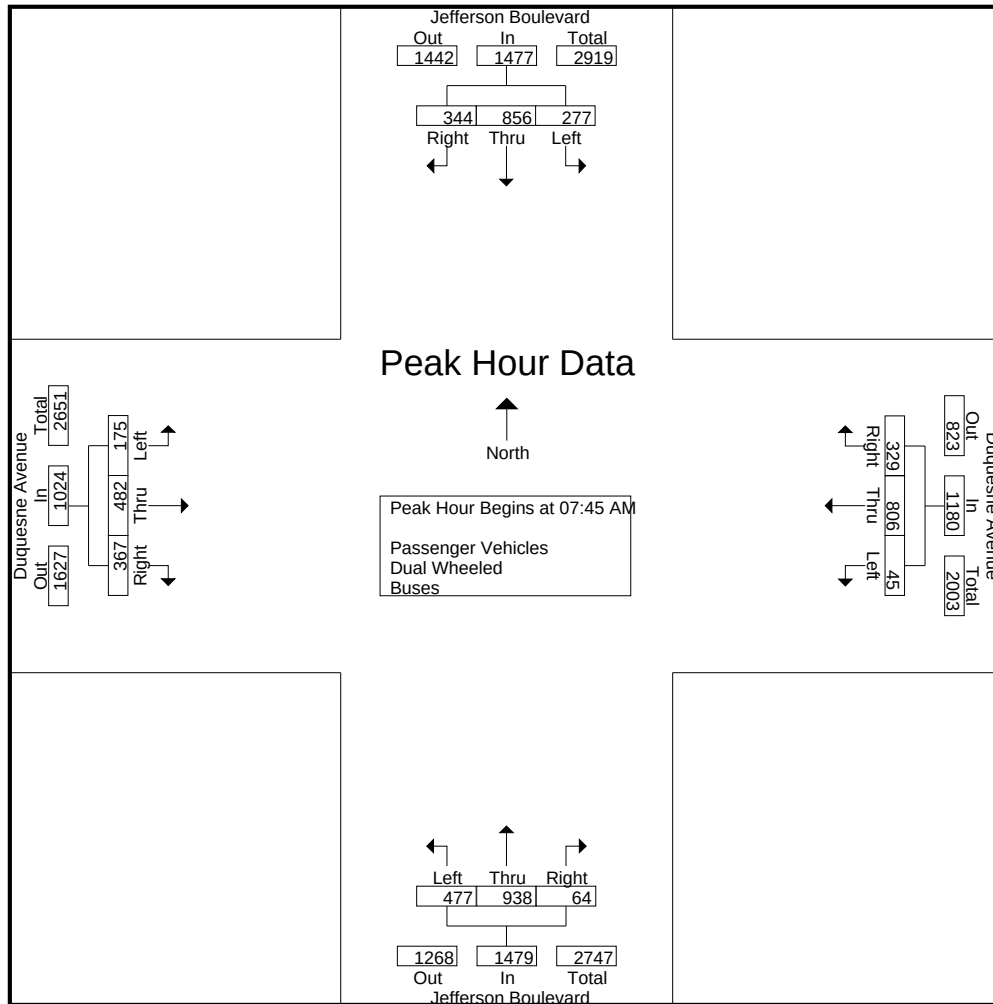
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	36	123	74	233	6	178	62	246	98	181	4	283	12	39	36	87	849
07:15 AM	49	143	85	277	5	192	90	287	116	183	4	303	33	69	56	158	1025
07:30 AM	50	193	89	332	5	195	73	273	139	191	7	337	30	104	44	178	1120
07:45 AM	48	207	104	359	13	233	67	313	125	220	19	364	44	146	83	273	1309
Total	183	666	352	1201	29	798	292	1119	478	775	34	1287	119	358	219	696	4303
08:00 AM	62	214	71	347	7	195	75	277	119	219	14	352	54	144	112	310	1286
08:15 AM	84	235	65	384	15	203	99	317	127	239	16	382	41	112	75	228	1311
08:30 AM	83	200	104	387	10	175	88	273	106	260	15	381	36	80	97	213	1254
08:45 AM	60	156	76	292	19	171	96	286	126	258	14	398	30	137	79	246	1222
Total	289	805	316	1410	51	744	358	1153	478	976	59	1513	161	473	363	997	5073
09:00 AM	81	178	54	313	18	123	95	236	102	222	19	343	31	119	59	209	1101
09:15 AM	76	144	51	271	23	172	81	276	87	214	33	334	30	118	50	198	1079
09:30 AM	58	162	57	277	29	148	69	246	92	172	17	281	33	103	53	189	993
09:45 AM	79	154	56	289	15	108	71	194	83	164	13	260	25	81	62	168	911
Total	294	638	218	1150	85	551	316	952	364	772	82	1218	119	421	224	764	4084
Grand Total	766	2109	886	3761	165	2093	966	3224	1320	2523	175	4018	399	1252	806	2457	13460
Apprch %	20.4	56.1	23.6		5.1	64.9	30		32.9	62.8	4.4		16.2	51	32.8		
Total %	5.7	15.7	6.6	27.9	1.2	15.5	7.2	24	9.8	18.7	1.3	29.9	3	9.3	6	18.3	
Passenger Vehicles	747	2057	867	3671	156	2063	951	3170	1293	2465	171	3929	385	1235	798	2418	13188
% Passenger Vehicles	97.5	97.5	97.9	97.6	94.5	98.6	98.4	98.3	98	97.7	97.7	97.8	96.5	98.6	99	98.4	98
Dual Wheeled	13	38	14	65	4	17	10	31	24	48	0	72	6	4	7	17	185
% Dual Wheeled	1.7	1.8	1.6	1.7	2.4	0.8	1	1	1.8	1.9	0	1.8	1.5	0.3	0.9	0.7	1.4
Buses	6	14	5	25	5	13	5	23	3	10	4	17	8	13	1	22	87
% Buses	0.8	0.7	0.6	0.7	3	0.6	0.5	0.7	0.2	0.4	2.3	0.4	2	1	0.1	0.9	0.6

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	48	207	104	359	13	233	67	313	125	220	19	364	44	146	83	273	1309
08:00 AM	62	214	71	347	7	195	75	277	119	219	14	352	54	144	112	310	1286
08:15 AM	84	235	65	384	15	203	99	317	127	239	16	382	41	112	75	228	1311
08:30 AM	83	200	104	387	10	175	88	273	106	260	15	381	36	80	97	213	1254
Total Volume	277	856	344	1477	45	806	329	1180	477	938	64	1479	175	482	367	1024	5160
% App. Total	18.8	58	23.3		3.8	68.3	27.9		32.3	63.4	4.3		17.1	47.1	35.8		
PHF	.824	.911	.827	.954	.750	.865	.831	.931	.939	.902	.842	.968	.810	.825	.819	.826	.984

Culver City
N/S: Jefferson Boulevard
E/W: Overland Avenue
Weather: Clear

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	48	207	104	359	5	195	73	273	119	219	14	352	44	146	83	273
+15 mins.	62	214	71	347	13	233	67	313	127	239	16	382	54	144	112	310
+30 mins.	84	235	65	384	7	195	75	277	106	260	15	381	41	112	75	228
+45 mins.	83	200	104	387	15	203	99	317	126	258	14	398	36	80	97	213
Total Volume	277	856	344	1477	40	826	314	1180	478	976	59	1513	175	482	367	1024
% App. Total	18.8	58	23.3		3.4	70	26.6		31.6	64.5	3.9		17.1	47.1	35.8	
PHF	.824	.911	.827	.954	.667	.886	.793	.931	.941	.938	.922	.950	.810	.825	.819	.826

Culver City
N/S: Jefferson Boulevard
E/W: Overland Avenue
Weather: Clear

File Name : CVCJEOVAM
Site Code : 16616129
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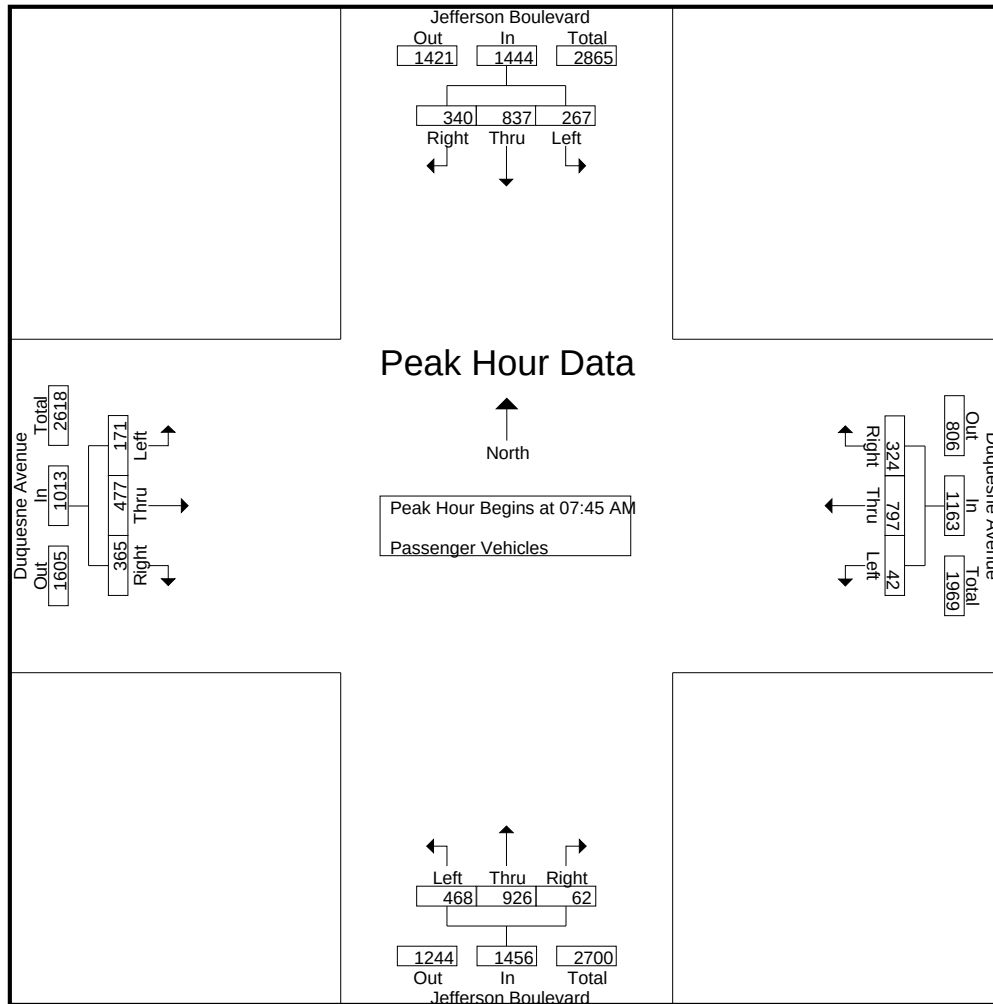
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	35	119	74	228	5	175	62	242	95	173	4	272	12	37	36	85	827
07:15 AM	49	140	83	272	5	190	90	285	116	182	3	301	31	68	55	154	1012
07:30 AM	47	186	88	321	5	190	71	266	133	186	7	326	29	104	42	175	1088
07:45 AM	48	201	101	350	12	228	65	305	124	216	19	359	44	144	82	270	1284
Total	179	646	346	1171	27	783	288	1098	468	757	33	1258	116	353	215	684	4211
08:00 AM	60	211	71	342	7	193	72	272	118	218	13	349	53	142	111	306	1269
08:15 AM	81	230	65	376	13	202	99	314	122	237	16	375	40	112	75	227	1292
08:30 AM	78	195	103	376	10	174	88	272	104	255	14	373	34	79	97	210	1231
08:45 AM	59	154	75	288	17	169	94	280	126	256	14	396	29	136	78	243	1207
Total	278	790	314	1382	47	738	353	1138	470	966	57	1493	156	469	361	986	4999
09:00 AM	81	173	53	307	16	121	95	232	101	219	19	339	31	116	59	206	1084
09:15 AM	75	140	50	265	23	172	77	272	84	202	33	319	28	117	50	195	1051
09:30 AM	56	161	51	268	29	142	68	239	91	164	17	272	31	101	53	185	964
09:45 AM	78	147	53	278	14	107	70	191	79	157	12	248	23	79	60	162	879
Total	290	621	207	1118	82	542	310	934	355	742	81	1178	113	413	222	748	3978
Grand Total	747	2057	867	3671	156	2063	951	3170	1293	2465	171	3929	385	1235	798	2418	13188
Apprch %	20.3	56	23.6		4.9	65.1	30		32.9	62.7	4.4		15.9	51.1	33		
Total %	5.7	15.6	6.6	27.8	1.2	15.6	7.2	24	9.8	18.7	1.3	29.8	2.9	9.4	6.1	18.3	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	48	201	101	350	12	228	65	305	124	216	19	359	44	144	82	270	1284
08:00 AM	60	211	71	342	7	193	72	272	118	218	13	349	53	142	111	306	1269
08:15 AM	81	230	65	376	13	202	99	314	122	237	16	375	40	112	75	227	1292
08:30 AM	78	195	103	376	10	174	88	272	104	255	14	373	34	79	97	210	1231
Total Volume	267	837	340	1444	42	797	324	1163	468	926	62	1456	171	477	365	1013	5076
% App. Total	18.5	58	23.5		3.6	68.5	27.9		32.1	63.6	4.3		16.9	47.1	36		
PHF	.824	.910	.825	.960	.808	.874	.818	.926	.944	.908	.816	.971	.807	.828	.822	.828	.982

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Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	48	201	101	350	12	228	65	305	124	216	19	359	44	144	82	270
+15 mins.	60	211	71	342	7	193	72	272	118	218	13	349	53	142	111	306
+30 mins.	81	230	65	376	13	202	99	314	122	237	16	375	40	112	75	227
+45 mins.	78	195	103	376	10	174	88	272	104	255	14	373	34	79	97	210
Total Volume	267	837	340	1444	42	797	324	1163	468	926	62	1456	171	477	365	1013
% App. Total	18.5	58	23.5		3.6	68.5	27.9		32.1	63.6	4.3		16.9	47.1	36	
PHF	.824	.910	.825	.960	.808	.874	.818	.926	.944	.908	.816	.971	.807	.828	.822	.828

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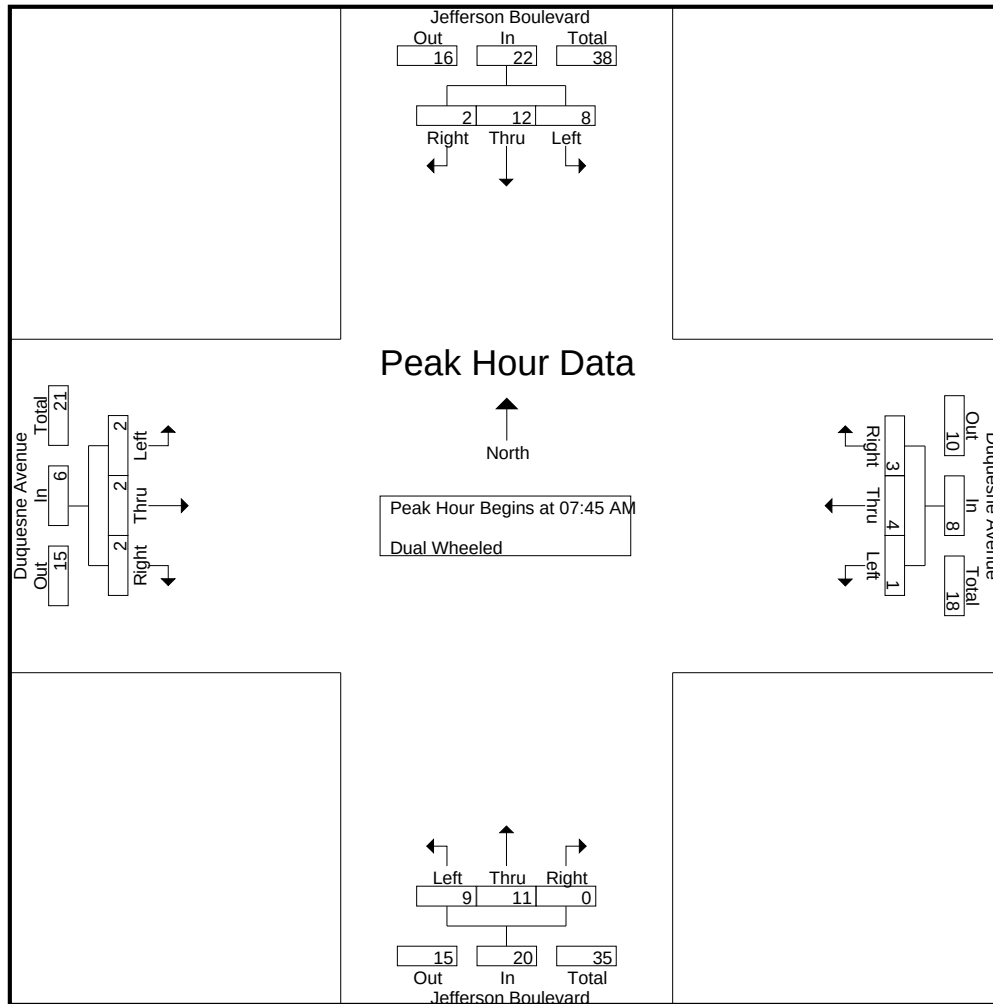
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	1	0	1	2	6	0	8	0	1	0	1	13
07:15 AM	0	3	2	5	0	2	0	2	0	1	0	1	1	0	1	2	10
07:30 AM	2	4	0	6	0	4	0	4	5	5	0	10	1	0	1	2	22
07:45 AM	0	5	2	7	0	3	2	5	1	4	0	5	0	1	1	2	19
Total	3	14	4	21	0	10	2	12	8	16	0	24	2	2	3	7	64
08:00 AM	2	0	0	2	0	1	1	2	1	1	0	2	0	1	1	2	8
08:15 AM	2	4	0	6	1	0	0	1	5	2	0	7	0	0	0	0	14
08:30 AM	4	3	0	7	0	0	0	0	2	4	0	6	2	0	0	2	15
08:45 AM	0	2	0	2	2	1	1	4	0	1	0	1	0	0	1	1	8
Total	8	9	0	17	3	2	2	7	8	8	0	16	2	1	2	5	45
09:00 AM	0	5	1	6	1	1	0	2	1	2	0	3	0	0	0	0	11
09:15 AM	0	4	1	5	0	0	4	4	3	11	0	14	1	0	0	1	24
09:30 AM	1	1	5	7	0	4	1	5	1	5	0	6	0	1	0	1	19
09:45 AM	1	5	3	9	0	0	1	1	3	6	0	9	1	0	2	3	22
Total	2	15	10	27	1	5	6	12	8	24	0	32	2	1	2	5	76
Grand Total	13	38	14	65	4	17	10	31	24	48	0	72	6	4	7	17	185
Apprch %	20	58.5	21.5		12.9	54.8	32.3		33.3	66.7	0		35.3	23.5	41.2		
Total %	7	20.5	7.6	35.1	2.2	9.2	5.4	16.8	13	25.9	0	38.9	3.2	2.2	3.8	9.2	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	2	7	0	3	2	5	1	4	0	5	0	1	1	2	19
08:00 AM	2	0	0	2	0	1	1	2	1	1	0	2	0	1	1	2	8
08:15 AM	2	4	0	6	1	0	0	1	5	2	0	7	0	0	0	0	14
08:30 AM	4	3	0	7	0	0	0	0	2	4	0	6	2	0	0	2	15
Total Volume	8	12	2	22	1	4	3	8	9	11	0	20	2	2	2	6	56
% App. Total	36.4	54.5	9.1		12.5	50	37.5		45	55	0		33.3	33.3	33.3		
PHF	.500	.600	.250	.786	.250	.333	.375	.400	.450	.688	.000	.714	.250	.500	.500	.750	.737

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	5	2	7	0	3	2	5	1	4	0	5	0	1	1	2
+15 mins.	2	0	0	2	0	1	1	2	1	1	0	2	0	1	1	2
+30 mins.	2	4	0	6	1	0	0	1	5	2	0	7	0	0	0	0
+45 mins.	4	3	0	7	0	0	0	0	2	4	0	6	2	0	0	2
Total Volume	8	12	2	22	1	4	3	8	9	11	0	20	2	2	2	6
% App. Total	36.4	54.5	9.1		12.5	50	37.5		45	55	0		33.3	33.3	33.3	
PHF	.500	.600	.250	.786	.250	.333	.375	.400	.450	.688	.000	.714	.250	.500	.500	.750

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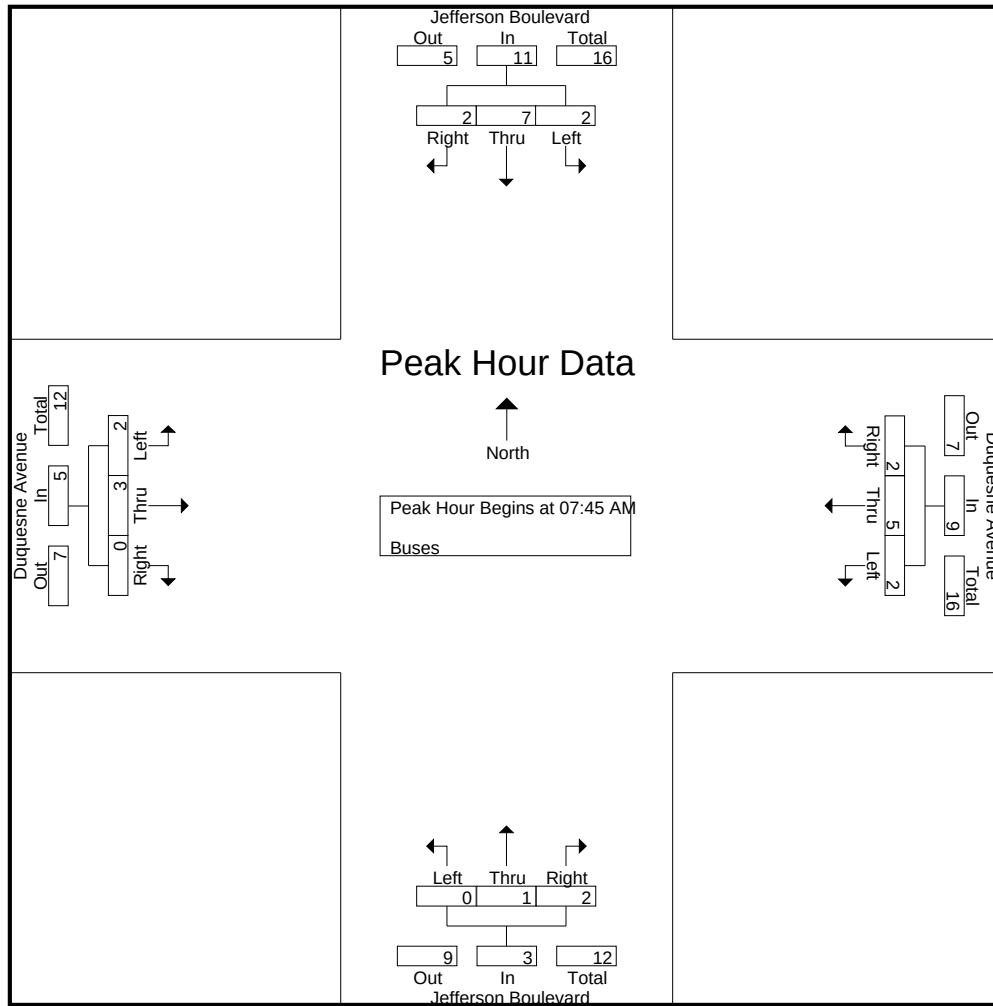
Groups Printed- Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	1	2	0	3	1	2	0	3	0	1	0	1	9
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	2	3
07:30 AM	1	3	1	5	0	1	2	3	1	0	0	1	0	0	1	1	10
07:45 AM	0	1	1	2	1	2	0	3	0	0	0	0	0	1	0	1	6
Total	1	6	2	9	2	5	2	9	2	2	1	5	1	3	1	5	28
08:00 AM	0	3	0	3	0	1	2	3	0	0	1	1	1	1	0	2	9
08:15 AM	1	1	0	2	1	1	0	2	0	0	0	0	1	0	0	1	5
08:30 AM	1	2	1	4	0	1	0	1	0	1	1	2	0	1	0	1	8
08:45 AM	1	0	1	2	0	1	1	2	0	1	0	1	1	1	0	2	7
Total	3	6	2	11	1	4	3	8	0	2	2	4	3	3	0	6	29
09:00 AM	0	0	0	0	1	1	0	2	0	1	0	1	0	3	0	3	6
09:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	1	0	2	4
09:30 AM	1	0	1	2	0	2	0	2	0	3	0	3	2	1	0	3	10
09:45 AM	0	2	0	2	1	1	0	2	1	1	1	3	1	2	0	3	10
Total	2	2	1	5	2	4	0	6	1	6	1	8	4	7	0	11	30
Grand Total	6	14	5	25	5	13	5	23	3	10	4	17	8	13	1	22	87
Apprch %	24	56	20		21.7	56.5	21.7		17.6	58.8	23.5		36.4	59.1	4.5		
Total %	6.9	16.1	5.7	28.7	5.7	14.9	5.7	26.4	3.4	11.5	4.6	19.5	9.2	14.9	1.1	25.3	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	1	2	1	2	0	3	0	0	0	0	0	1	0	1	6
08:00 AM	0	3	0	3	0	1	2	3	0	0	1	1	1	1	0	2	9
08:15 AM	1	1	0	2	1	1	0	2	0	0	0	0	1	0	0	1	5
08:30 AM	1	2	1	4	0	1	0	1	0	1	1	2	0	1	0	1	8
Total Volume	2	7	2	11	2	5	2	9	0	1	2	3	2	3	0	5	28
% App. Total	18.2	63.6	18.2		22.2	55.6	22.2		0	33.3	66.7		40	60	0		
PHF	.500	.583	.500	.688	.500	.625	.250	.750	.000	.250	.500	.375	.500	.750	.000	.625	.778

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	1	2	1	2	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	3	0	3	0	1	2	3	0	0	1	1	1	1	0	2
+30 mins.	1	1	0	2	1	1	0	2	0	0	0	0	1	0	0	1
+45 mins.	1	2	1	4	0	1	0	1	0	1	1	2	0	1	0	1
Total Volume	2	7	2	11	2	5	2	9	0	1	2	3	2	3	0	5
% App. Total	18.2	63.6	18.2		22.2	55.6	22.2		0	33.3	66.7		40	60	0	
PHF	.500	.583	.500	.688	.500	.625	.250	.750	.000	.250	.500	.375	.500	.750	.000	.625

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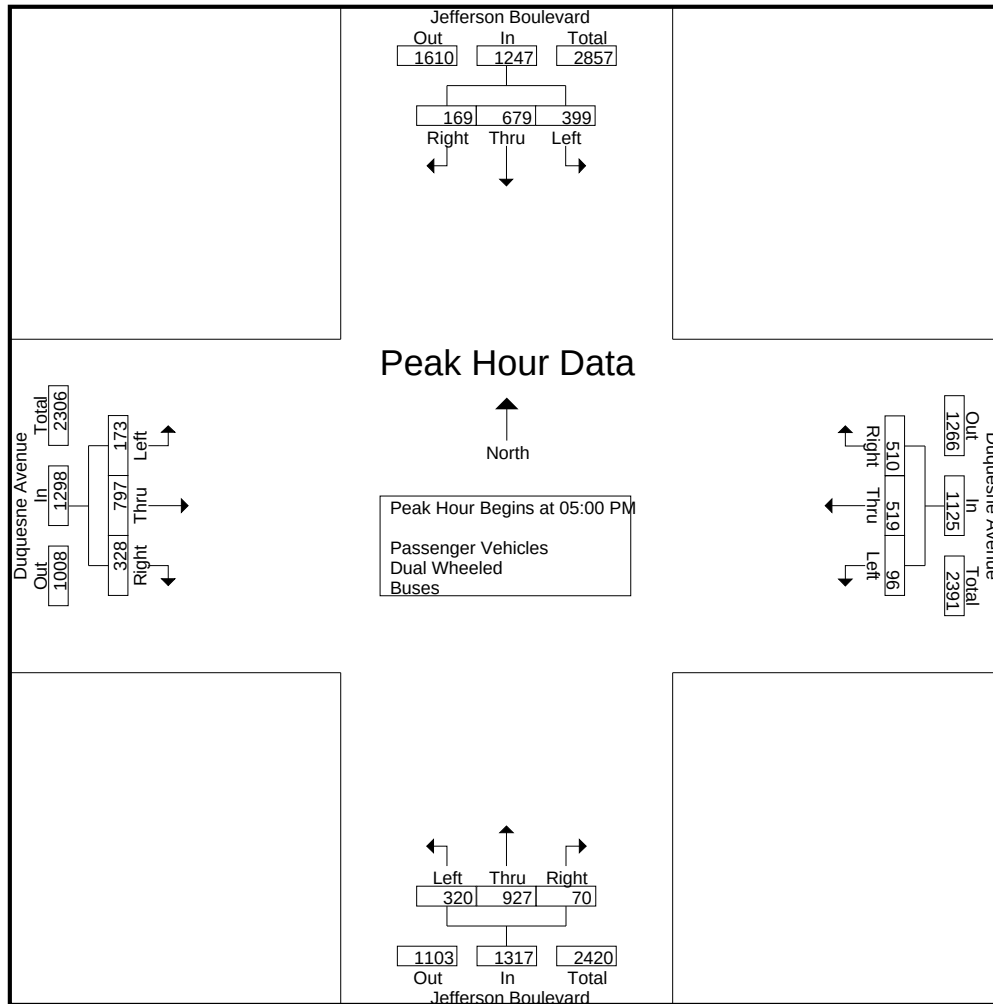
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	59	157	56	272	24	115	111	250	81	206	12	299	39	136	115	290	1111
03:15 PM	51	144	38	233	20	123	104	247	75	182	14	271	46	171	100	317	1068
03:30 PM	80	143	35	258	21	110	100	231	90	212	9	311	52	169	125	346	1146
03:45 PM	60	145	30	235	15	82	110	207	76	191	18	285	41	173	98	312	1039
Total	250	589	159	998	80	430	425	935	322	791	53	1166	178	649	438	1265	4364
04:00 PM	65	167	36	268	19	111	117	247	70	172	17	259	43	171	90	304	1078
04:15 PM	90	125	31	246	21	126	132	279	80	218	15	313	52	178	114	344	1182
04:30 PM	75	158	35	268	21	131	133	285	93	206	21	320	46	215	87	348	1221
04:45 PM	79	145	42	266	30	129	122	281	83	213	18	314	30	177	74	281	1142
Total	309	595	144	1048	91	497	504	1092	326	809	71	1206	171	741	365	1277	4623
05:00 PM	105	170	44	319	32	142	112	286	73	217	17	307	36	194	72	302	1214
05:15 PM	91	189	36	316	23	122	134	279	77	236	15	328	47	195	74	316	1239
05:30 PM	109	167	42	318	20	126	133	279	85	231	16	332	42	205	107	354	1283
05:45 PM	94	153	47	294	21	129	131	281	85	243	22	350	48	203	75	326	1251
Total	399	679	169	1247	96	519	510	1125	320	927	70	1317	173	797	328	1298	4987
Grand Total	958	1863	472	3293	267	1446	1439	3152	968	2527	194	3689	522	2187	1131	3840	13974
Apprch %	29.1	56.6	14.3		8.5	45.9	45.7		26.2	68.5	5.3		13.6	57	29.5		
Total %	6.9	13.3	3.4	23.6	1.9	10.3	10.3	22.6	6.9	18.1	1.4	26.4	3.7	15.7	8.1	27.5	
Passenger Vehicles	950	1837	460	3247	263	1433	1420	3116	965	2496	189	3650	517	2168	1117	3802	13815
% Passenger Vehicles	99.2	98.6	97.5	98.6	98.5	99.1	98.7	98.9	99.7	98.8	97.4	98.9	99	99.1	98.8	99	98.9
Dual Wheeled	6	16	4	26	2	2	14	18	2	26	2	30	4	8	9	21	95
% Dual Wheeled	0.6	0.9	0.8	0.8	0.7	0.1	1	0.6	0.2	1	1	0.8	0.8	0.4	0.8	0.5	0.7
Buses	2	10	8	20	2	11	5	18	1	5	3	9	1	11	5	17	64
% Buses	0.2	0.5	1.7	0.6	0.7	0.8	0.3	0.6	0.1	0.2	1.5	0.2	0.2	0.5	0.4	0.4	0.5

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	105	170	44	319	32	142	112	286	73	217	17	307	36	194	72	302	1214
05:15 PM	91	189	36	316	23	122	134	279	77	236	15	328	47	195	74	316	1239
05:30 PM	109	167	42	318	20	126	133	279	85	231	16	332	42	205	107	354	1283
05:45 PM	94	153	47	294	21	129	131	281	85	243	22	350	48	203	75	326	1251
Total Volume	399	679	169	1247	96	519	510	1125	320	927	70	1317	173	797	328	1298	4987
% App. Total	32	54.5	13.6		8.5	46.1	45.3		24.3	70.4	5.3		13.3	61.4	25.3		
PHF	.915	.898	.899	.977	.750	.914	.951	.983	.941	.954	.795	.941	.901	.972	.766	.917	.972

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				03:45 PM			
+0 mins.	105	170	44	319	21	126	132	279	73	217	17	307	41	173	98	312
+15 mins.	91	189	36	316	21	131	133	285	77	236	15	328	43	171	90	304
+30 mins.	109	167	42	318	30	129	122	281	85	231	16	332	52	178	114	344
+45 mins.	94	153	47	294	32	142	112	286	85	243	22	350	46	215	87	348
Total Volume	399	679	169	1247	104	528	499	1131	320	927	70	1317	182	737	389	1308
% App. Total	32	54.5	13.6		9.2	46.7	44.1		24.3	70.4	5.3		13.9	56.3	29.7	
PHF	.915	.898	.899	.977	.813	.930	.938	.989	.941	.954	.795	.941	.875	.857	.853	.940

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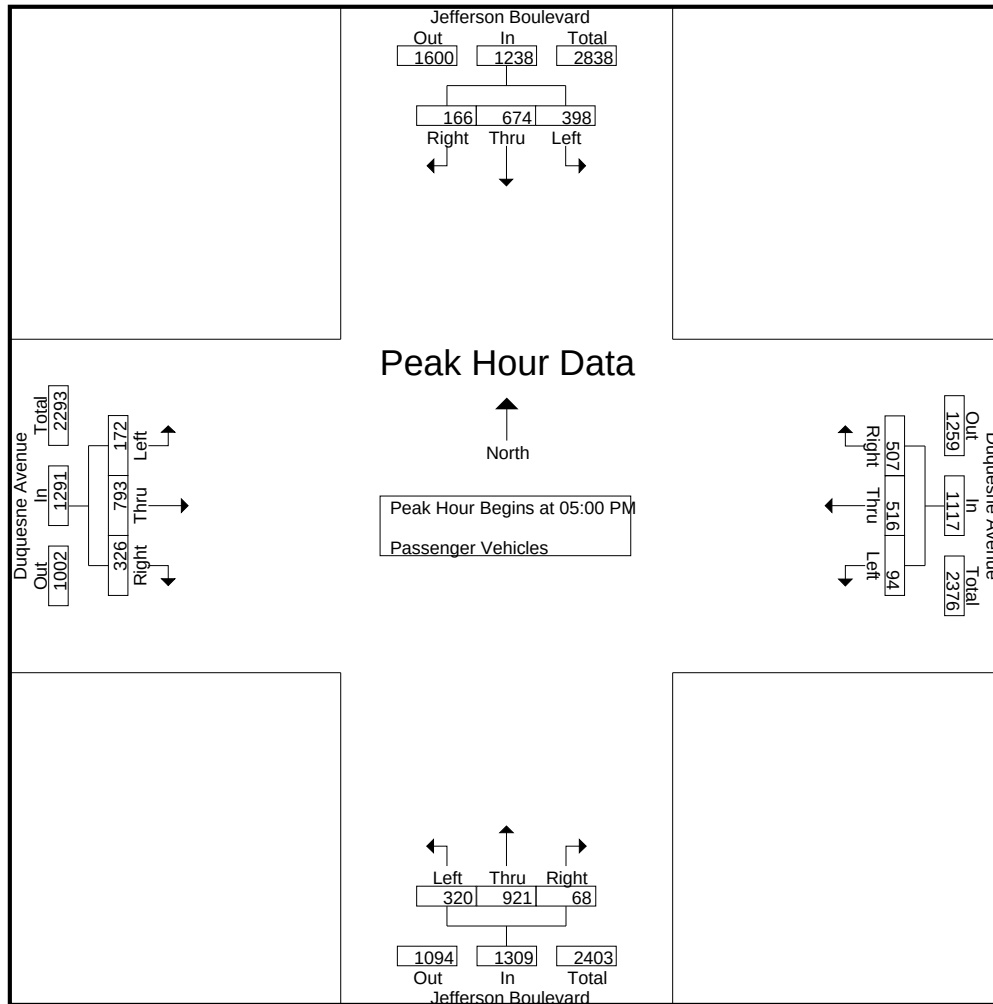
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	59	155	51	265	24	112	110	246	80	201	12	293	37	135	111	283	1087
03:15 PM	49	139	34	222	20	123	99	242	75	179	14	268	46	170	98	314	1046
03:30 PM	80	139	35	254	21	109	99	229	90	209	8	307	51	165	124	340	1130
03:45 PM	60	142	30	232	15	80	108	203	75	189	18	282	40	171	97	308	1025
Total	248	575	150	973	80	424	416	920	320	778	52	1150	174	641	430	1245	4288
04:00 PM	64	167	36	267	19	110	113	242	70	168	17	255	43	168	87	298	1062
04:15 PM	88	123	31	242	19	125	132	276	79	213	15	307	52	176	113	341	1166
04:30 PM	73	155	35	263	21	131	132	284	93	203	19	315	46	214	87	347	1209
04:45 PM	79	143	42	264	30	127	120	277	83	213	18	314	30	176	74	280	1135
Total	304	588	144	1036	89	493	497	1079	325	797	69	1191	171	734	361	1266	4572
05:00 PM	105	170	43	318	32	141	112	285	73	213	17	303	36	193	71	300	1206
05:15 PM	90	187	35	312	22	122	133	277	77	236	15	328	47	194	74	315	1232
05:30 PM	109	165	42	316	19	125	132	276	85	230	14	329	41	204	106	351	1272
05:45 PM	94	152	46	292	21	128	130	279	85	242	22	349	48	202	75	325	1245
Total	398	674	166	1238	94	516	507	1117	320	921	68	1309	172	793	326	1291	4955
Grand Total	950	1837	460	3247	263	1433	1420	3116	965	2496	189	3650	517	2168	1117	3802	13815
Apprch %	29.3	56.6	14.2		8.4	46	45.6		26.4	68.4	5.2		13.6	57	29.4		
Total %	6.9	13.3	3.3	23.5	1.9	10.4	10.3	22.6	7	18.1	1.4	26.4	3.7	15.7	8.1	27.5	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	105	170	43	318	32	141	112	285	73	213	17	303	36	193	71	300	1206
05:15 PM	90	187	35	312	22	122	133	277	77	236	15	328	47	194	74	315	1232
05:30 PM	109	165	42	316	19	125	132	276	85	230	14	329	41	204	106	351	1272
05:45 PM	94	152	46	292	21	128	130	279	85	242	22	349	48	202	75	325	1245
Total Volume	398	674	166	1238	94	516	507	1117	320	921	68	1309	172	793	326	1291	4955
% App. Total	32.1	54.4	13.4		8.4	46.2	45.4		24.4	70.4	5.2		13.3	61.4	25.3		
PHF	.913	.901	.902	.973	.734	.915	.953	.980	.941	.951	.773	.938	.896	.972	.769	.920	.974

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	105	170	43	318	32	141	112	285	73	213	17	303	36	193	71	300
+15 mins.	90	187	35	312	22	122	133	277	77	236	15	328	47	194	74	315
+30 mins.	109	165	42	316	19	125	132	276	85	230	14	329	41	204	106	351
+45 mins.	94	152	46	292	21	128	130	279	85	242	22	349	48	202	75	325
Total Volume	398	674	166	1238	94	516	507	1117	320	921	68	1309	172	793	326	1291
% App. Total	32.1	54.4	13.4		8.4	46.2	45.4		24.4	70.4	5.2		13.3	61.4	25.3	
PHF	.913	.901	.902	.973	.734	.915	.953	.980	.941	.951	.773	.938	.896	.972	.769	.920

Culver City
N/S: Jefferson Boulevard
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Weather: Clear

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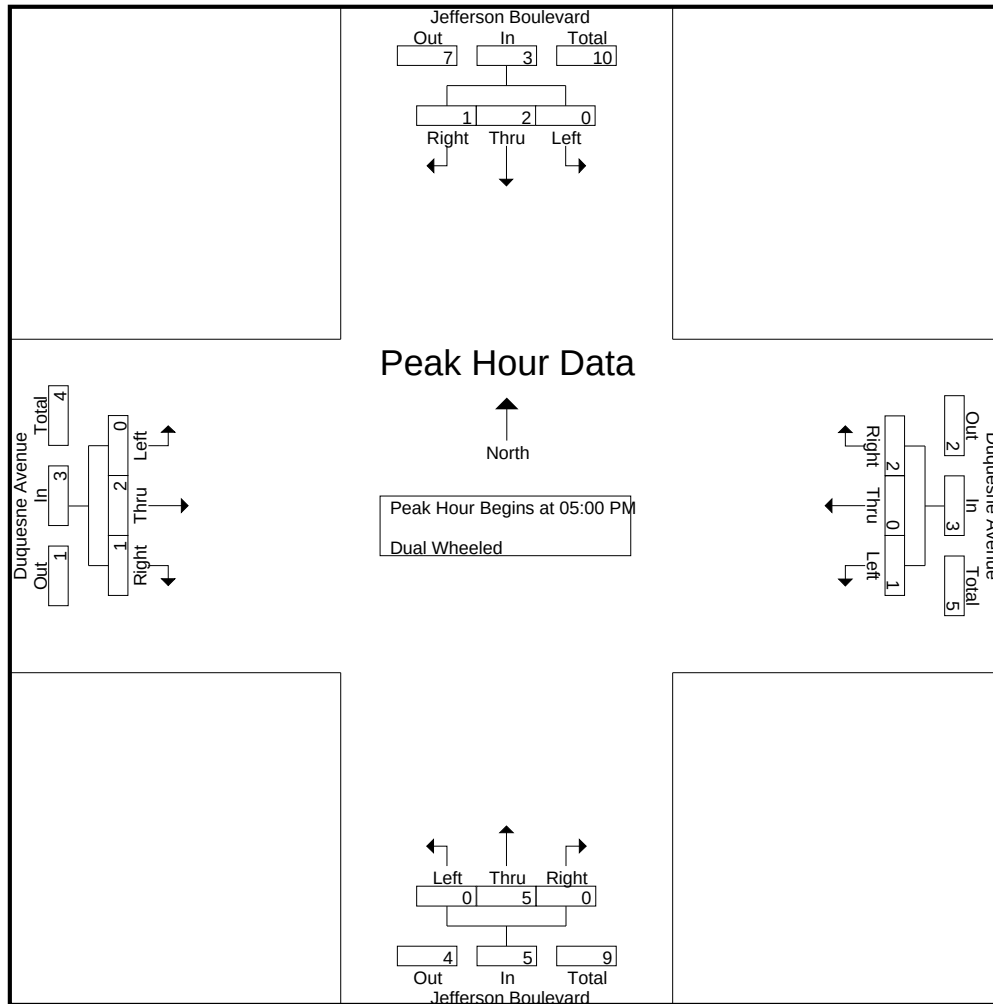
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	2	4	0	1	1	2	1	4	0	5	2	0	3	5	16
03:15 PM	2	3	1	6	0	0	4	4	0	3	0	3	0	0	2	2	15
03:30 PM	0	2	0	2	0	0	0	0	0	3	1	4	1	2	1	4	10
03:45 PM	0	2	0	2	0	0	2	2	1	1	0	2	1	1	1	3	9
Total	2	9	3	14	0	1	7	8	2	11	1	14	4	3	7	14	50
04:00 PM	0	0	0	0	0	0	3	3	0	3	0	3	0	2	1	3	9
04:15 PM	2	2	0	4	1	0	0	1	0	5	0	5	0	1	0	1	11
04:30 PM	2	1	0	3	0	0	0	0	0	2	1	3	0	0	0	0	6
04:45 PM	0	2	0	2	0	1	2	3	0	0	0	0	0	0	0	0	5
Total	4	5	0	9	1	1	5	7	0	10	1	11	0	3	1	4	31
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
05:15 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	1	1	4
05:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total	0	2	1	3	1	0	2	3	0	5	0	5	0	2	1	3	14
Grand Total	6	16	4	26	2	2	14	18	2	26	2	30	4	8	9	21	95
Apprch %	23.1	61.5	15.4		11.1	11.1	77.8		6.7	86.7	6.7		19	38.1	42.9		
Total %	6.3	16.8	4.2	27.4	2.1	2.1	14.7	18.9	2.1	27.4	2.1	31.6	4.2	8.4	9.5	22.1	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
05:15 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
05:30 PM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	1	1	4
05:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Volume	0	2	1	3	1	0	2	3	0	5	0	5	0	2	1	3	14
% App. Total	0	66.7	33.3		33.3	0	66.7		0	100	0		0	66.7	33.3		
PHF	.000	.500	.250	.750	.250	.000	.500	.375	.000	.417	.000	.417	.000	.500	.250	.750	.875

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1
+15 mins.	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	1	1	0	1	0	1	0	0	1	1
+45 mins.	0	0	1	1	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	0	2	1	3	1	0	2	3	0	5	0	5	0	2	1	3
% App. Total	0	66.7	33.3		33.3	0	66.7		0	100	0		0	66.7	33.3	
PHF	.000	.500	.250	.750	.250	.000	.500	.375	.000	.417	.000	.417	.000	.500	.250	.750

Culver City
N/S: Jefferson Boulevard
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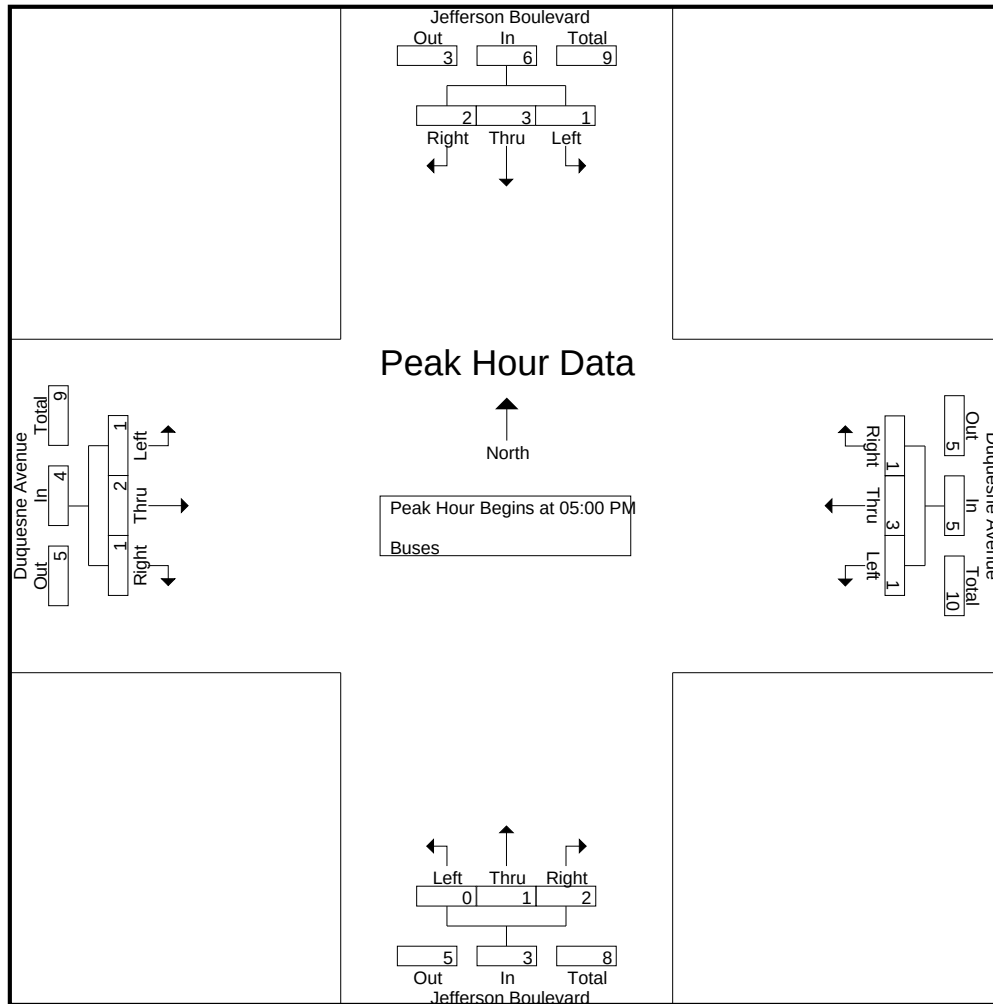
Groups Printed- Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	3	3	0	2	0	2	0	1	0	1	0	1	1	2	8
03:15 PM	0	2	3	5	0	0	1	1	0	0	0	0	0	1	0	1	7
03:30 PM	0	2	0	2	0	1	1	2	0	0	0	0	0	2	0	2	6
03:45 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	1	0	1	5
Total	0	5	6	11	0	5	2	7	0	2	0	2	0	5	1	6	26
04:00 PM	1	0	0	1	0	1	1	2	0	1	0	1	0	1	2	3	7
04:15 PM	0	0	0	0	1	1	0	2	1	0	0	1	0	1	1	2	5
04:30 PM	0	2	0	2	0	0	1	1	0	1	1	2	0	1	0	1	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	2	0	3	1	3	2	6	1	2	1	4	0	4	3	7	20
05:00 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	0	1	1	4
05:15 PM	1	1	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
05:30 PM	0	1	0	1	1	1	0	2	0	0	2	2	1	1	0	2	7
05:45 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Total	1	3	2	6	1	3	1	5	0	1	2	3	1	2	1	4	18
Grand Total	2	10	8	20	2	11	5	18	1	5	3	9	1	11	5	17	64
Apprch %	10	50	40		11.1	61.1	27.8		11.1	55.6	33.3		5.9	64.7	29.4		
Total %	3.1	15.6	12.5	31.2	3.1	17.2	7.8	28.1	1.6	7.8	4.7	14.1	1.6	17.2	7.8	26.6	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	1	0	1	0	1	0	1	0	0	1	1	4
05:15 PM	1	1	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
05:30 PM	0	1	0	1	1	1	0	2	0	0	2	2	1	1	0	2	7
05:45 PM	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Total Volume	1	3	2	6	1	3	1	5	0	1	2	3	1	2	1	4	18
% App. Total	16.7	50	33.3		20	60	20		0	33.3	66.7		25	50	25		
PHF	.250	.750	.500	.500	.250	.750	.250	.625	.000	.250	.250	.375	.250	.500	.250	.500	.643

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	1	0	1	0	1	0	1	0	0	1	1
+15 mins.	1	1	1	3	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	1	0	1	1	1	0	2	0	0	2	2	1	1	0	2
+45 mins.	0	1	0	1	0	1	1	2	0	0	0	0	0	0	0	0
Total Volume	1	3	2	6	1	3	1	5	0	1	2	3	1	2	1	4
% App. Total	16.7	50	33.3		20	60	20		0	33.3	66.7		25	50	25	
PHF	.250	.750	.500	.500	.250	.750	.250	.625	.000	.250	.250	.375	.250	.500	.250	.500

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEAM
Site Code : 16616129
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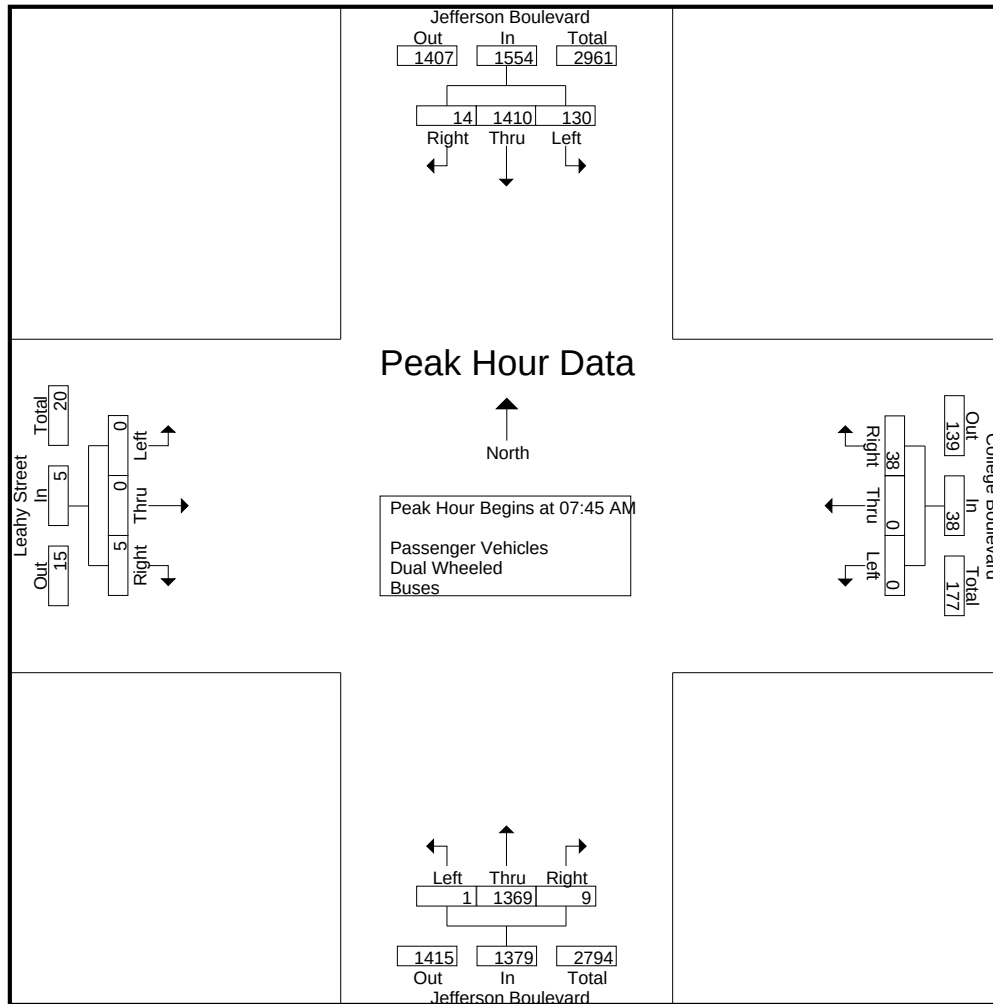
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	236	1	247	0	0	4	4	0	232	1	233	0	0	0	0	484
07:15 AM	24	247	3	274	0	0	4	4	0	290	0	290	0	0	1	1	569
07:30 AM	25	303	6	334	0	0	11	11	0	272	0	272	0	0	1	1	618
07:45 AM	28	369	5	402	0	0	10	10	0	322	0	322	0	0	1	1	735
Total	87	1155	15	1257	0	0	29	29	0	1116	1	1117	0	0	3	3	2406
08:00 AM	32	361	4	397	0	0	9	9	0	343	0	343	0	0	1	1	750
08:15 AM	40	345	3	388	0	0	8	8	0	348	9	357	0	0	2	2	755
08:30 AM	30	335	2	367	0	0	11	11	1	356	0	357	0	0	1	1	736
08:45 AM	36	245	3	284	1	0	9	10	1	337	6	344	0	0	0	0	638
Total	138	1286	12	1436	1	0	37	38	2	1384	15	1401	0	0	4	4	2879
09:00 AM	78	329	2	409	1	0	18	19	1	360	9	370	2	0	1	3	801
09:15 AM	92	268	5	365	4	0	28	32	0	284	20	304	1	3	0	4	705
09:30 AM	71	300	2	373	2	0	38	40	4	267	13	284	1	0	0	1	698
09:45 AM	32	254	0	286	2	0	17	19	1	220	0	221	0	0	1	1	527
Total	273	1151	9	1433	9	0	101	110	6	1131	42	1179	4	3	2	9	2731
Grand Total	498	3592	36	4126	10	0	167	177	8	3631	58	3697	4	3	9	16	8016
Apprch %	12.1	87.1	0.9		5.6	0	94.4		0.2	98.2	1.6		25	18.8	56.2		
Total %	6.2	44.8	0.4	51.5	0.1	0	2.1	2.2	0.1	45.3	0.7	46.1	0	0	0.1	0.2	
Passenger Vehicles	495	3488	33	4016	10	0	165	175	6	3562	58	3626	4	3	9	16	7833
% Passenger Vehicles	99.4	97.1	91.7	97.3	100	0	98.8	98.9	75	98.1	100	98.1	100	100	100	100	97.7
Dual Wheeled	2	70	2	74	0	0	1	1	2	47	0	49	0	0	0	0	124
% Dual Wheeled	0.4	1.9	5.6	1.8	0	0	0.6	0.6	25	1.3	0	1.3	0	0	0	0	1.5
Buses	1	34	1	36	0	0	1	1	0	22	0	22	0	0	0	0	59
% Buses	0.2	0.9	2.8	0.9	0	0	0.6	0.6	0	0.6	0	0.6	0	0	0	0	0.7

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	28	369	5	402	0	0	10	10	0	322	0	322	0	0	1	1	735
08:00 AM	32	361	4	397	0	0	9	9	0	343	0	343	0	0	1	1	750
08:15 AM	40	345	3	388	0	0	8	8	0	348	9	357	0	0	2	2	755
08:30 AM	30	335	2	367	0	0	11	11	1	356	0	357	0	0	1	1	736
Total Volume	130	1410	14	1554	0	0	38	38	1	1369	9	1379	0	0	5	5	2976
% App. Total	8.4	90.7	0.9		0	0	100		0.1	99.3	0.7		0	0	100		
PHF	.813	.955	.700	.966	.000	.000	.864	.864	.250	.961	.250	.966	.000	.000	.625	.625	.985

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				09:00 AM				08:15 AM				09:00 AM			
+0 mins.	28	369	5	402	1	0	18	19	0	348	9	357	2	0	1	3
+15 mins.	32	361	4	397	4	0	28	32	1	356	0	357	1	3	0	4
+30 mins.	40	345	3	388	2	0	38	40	1	337	6	344	1	0	0	1
+45 mins.	30	335	2	367	2	0	17	19	1	360	9	370	0	0	1	1
Total Volume	130	1410	14	1554	9	0	101	110	3	1401	24	1428	4	3	2	9
% App. Total	8.4	90.7	0.9		8.2	0	91.8		0.2	98.1	1.7		44.4	33.3	22.2	
PHF	.813	.955	.700	.966	.563	.000	.664	.688	.750	.973	.667	.965	.500	.250	.500	.563

Culver City
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Weather: Clear

File Name : CVCJELEAM
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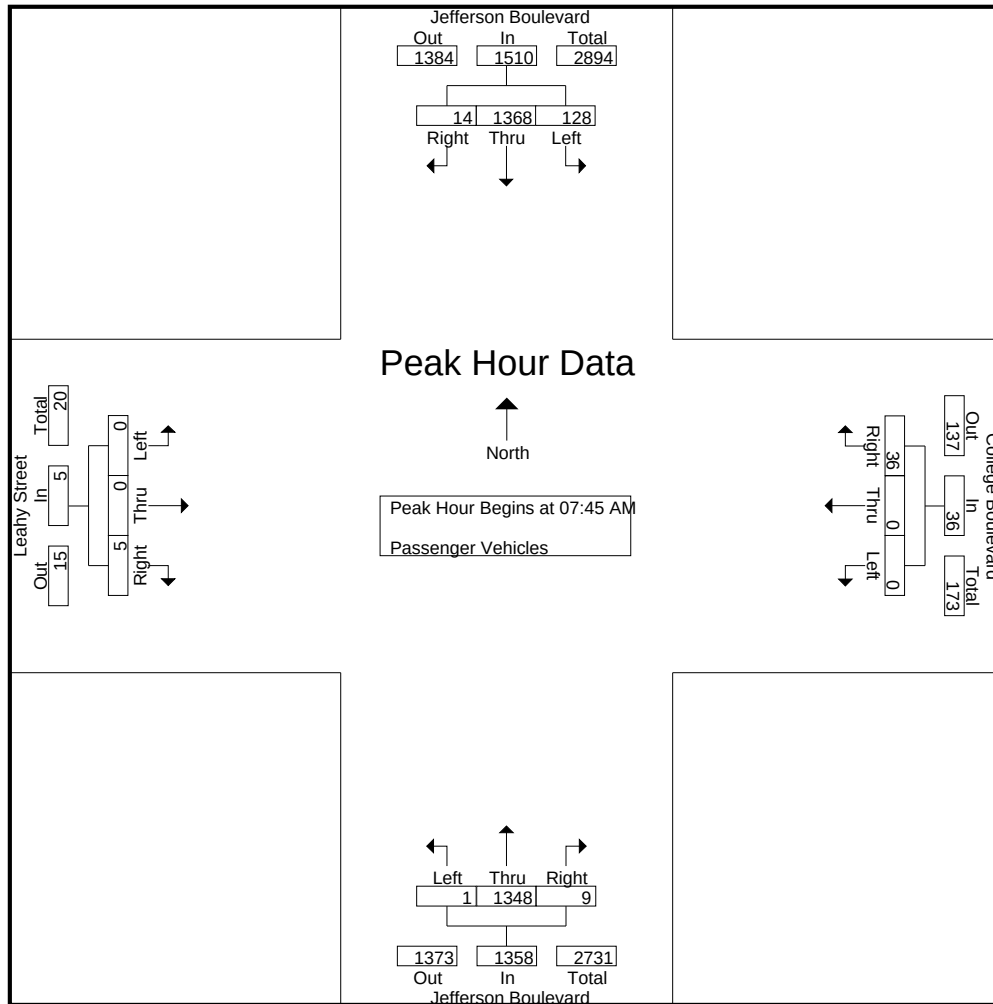
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	230	1	241	0	0	4	4	0	227	1	228	0	0	0	0	473
07:15 AM	24	243	3	270	0	0	4	4	0	286	0	286	0	0	1	1	561
07:30 AM	25	292	6	323	0	0	11	11	0	265	0	265	0	0	1	1	600
07:45 AM	28	360	5	393	0	0	10	10	0	318	0	318	0	0	1	1	722
Total	87	1125	15	1227	0	0	29	29	0	1096	1	1097	0	0	3	3	2356
08:00 AM	32	352	4	388	0	0	9	9	0	340	0	340	0	0	1	1	738
08:15 AM	38	335	3	376	0	0	8	8	0	346	9	355	0	0	2	2	741
08:30 AM	30	321	2	353	0	0	9	9	1	344	0	345	0	0	1	1	708
08:45 AM	36	239	1	276	1	0	9	10	1	337	6	344	0	0	0	0	630
Total	136	1247	10	1393	1	0	35	36	2	1367	15	1384	0	0	4	4	2817
09:00 AM	78	323	2	403	1	0	18	19	1	357	9	367	2	0	1	3	792
09:15 AM	92	260	5	357	4	0	28	32	0	272	20	292	1	3	0	4	685
09:30 AM	71	288	1	360	2	0	38	40	3	258	13	274	1	0	0	1	675
09:45 AM	31	245	0	276	2	0	17	19	0	212	0	212	0	0	1	1	508
Total	272	1116	8	1396	9	0	101	110	4	1099	42	1145	4	3	2	9	2660
Grand Total	495	3488	33	4016	10	0	165	175	6	3562	58	3626	4	3	9	16	7833
Apprch %	12.3	86.9	0.8		5.7	0	94.3		0.2	98.2	1.6		25	18.8	56.2		
Total %	6.3	44.5	0.4	51.3	0.1	0	2.1	2.2	0.1	45.5	0.7	46.3	0.1	0	0.1	0.2	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	28	360	5	393	0	0	10	10	0	318	0	318	0	0	1	1	722
08:00 AM	32	352	4	388	0	0	9	9	0	340	0	340	0	0	1	1	738
08:15 AM	38	335	3	376	0	0	8	8	0	346	9	355	0	0	2	2	741
08:30 AM	30	321	2	353	0	0	9	9	1	344	0	345	0	0	1	1	708
Total Volume	128	1368	14	1510	0	0	36	36	1	1348	9	1358	0	0	5	5	2909
% App. Total	8.5	90.6	0.9		0	0	100		0.1	99.3	0.7		0	0	100		
PHF	.842	.950	.700	.961	.000	.000	.900	.900	.250	.974	.250	.956	.000	.000	.625	.625	.981

Culver City
N/S: Jefferson Boulevard
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	28	360	5	393	0	0	10	10	0	318	0	318	0	0	1	1
+15 mins.	32	352	4	388	0	0	9	9	0	340	0	340	0	0	1	1
+30 mins.	38	335	3	376	0	0	8	8	0	346	9	355	0	0	2	2
+45 mins.	30	321	2	353	0	0	9	9	1	344	0	345	0	0	1	1
Total Volume	128	1368	14	1510	0	0	36	36	1	1348	9	1358	0	0	5	5
% App. Total	8.5	90.6	0.9		0	0	100		0.1	99.3	0.7		0	0	100	
PHF	.842	.950	.700	.961	.000	.000	.900	.900	.250	.974	.250	.956	.000	.000	.625	.625

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEAM
Site Code : 16616129
Start Date : 3/1/2016
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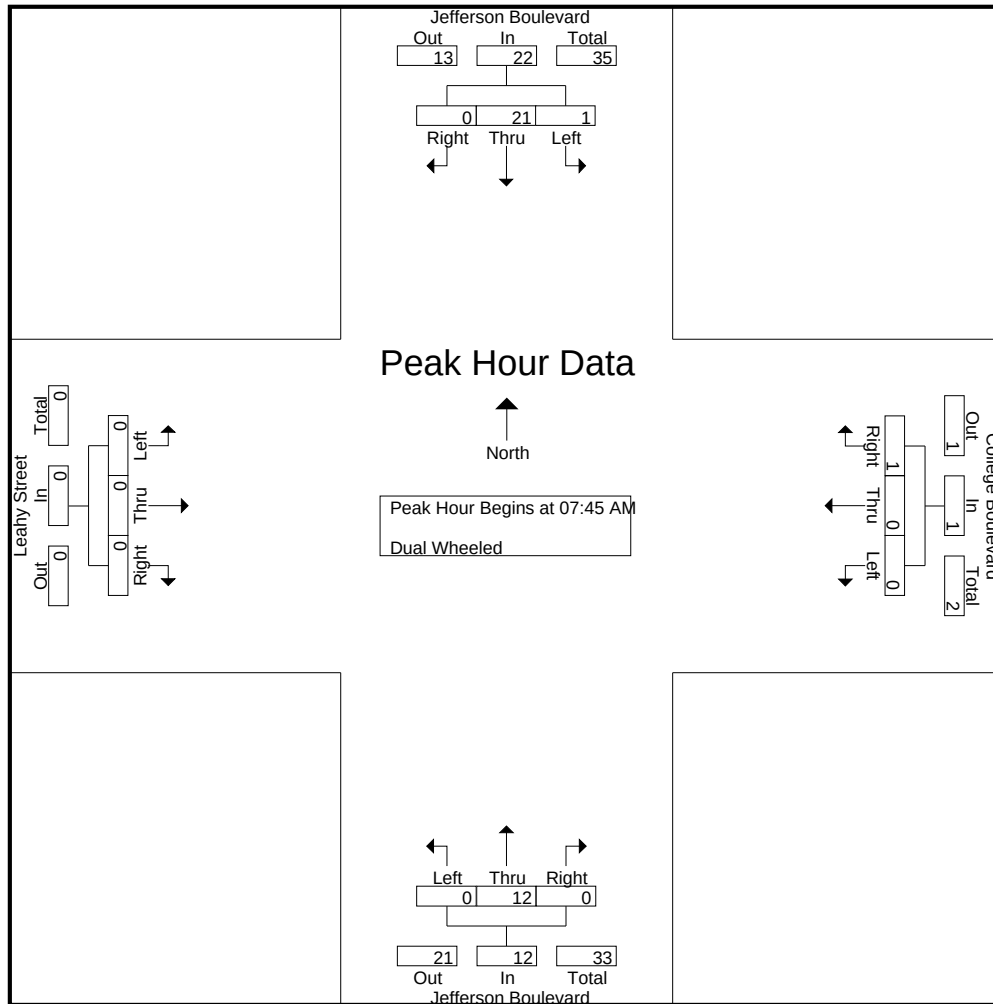
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
07:30 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
07:45 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total	0	19	0	19	0	0	0	0	0	15	0	15	0	0	0	0	34
08:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:15 AM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0	14
08:45 AM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	19	1	21	0	0	1	1	0	9	0	9	0	0	0	0	31
09:00 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
09:15 AM	0	8	0	8	0	0	0	0	0	10	0	10	0	0	0	0	18
09:30 AM	0	10	1	11	0	0	0	0	1	5	0	6	0	0	0	0	17
09:45 AM	1	8	0	9	0	0	0	0	1	6	0	7	0	0	0	0	16
Total	1	32	1	34	0	0	0	0	2	23	0	25	0	0	0	0	59
Grand Total	2	70	2	74	0	0	1	1	2	47	0	49	0	0	0	0	124
Apprch %	2.7	94.6	2.7		0	0	100		4.1	95.9	0		0	0	0		
Total %	1.6	56.5	1.6	59.7	0	0	0.8	0.8	1.6	37.9	0	39.5	0	0	0	0	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:00 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
08:15 AM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0	14
Total Volume	1	21	0	22	0	0	1	1	0	12	0	12	0	0	0	0	35
% App. Total	4.5	95.5	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.750	.000	.786	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.625

Culver City
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	1	21	0	22	0	0	1	1	0	12	0	12	0	0	0	0
% App. Total	4.5	95.5	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.750	.000	.786	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEAM
Site Code : 16616129
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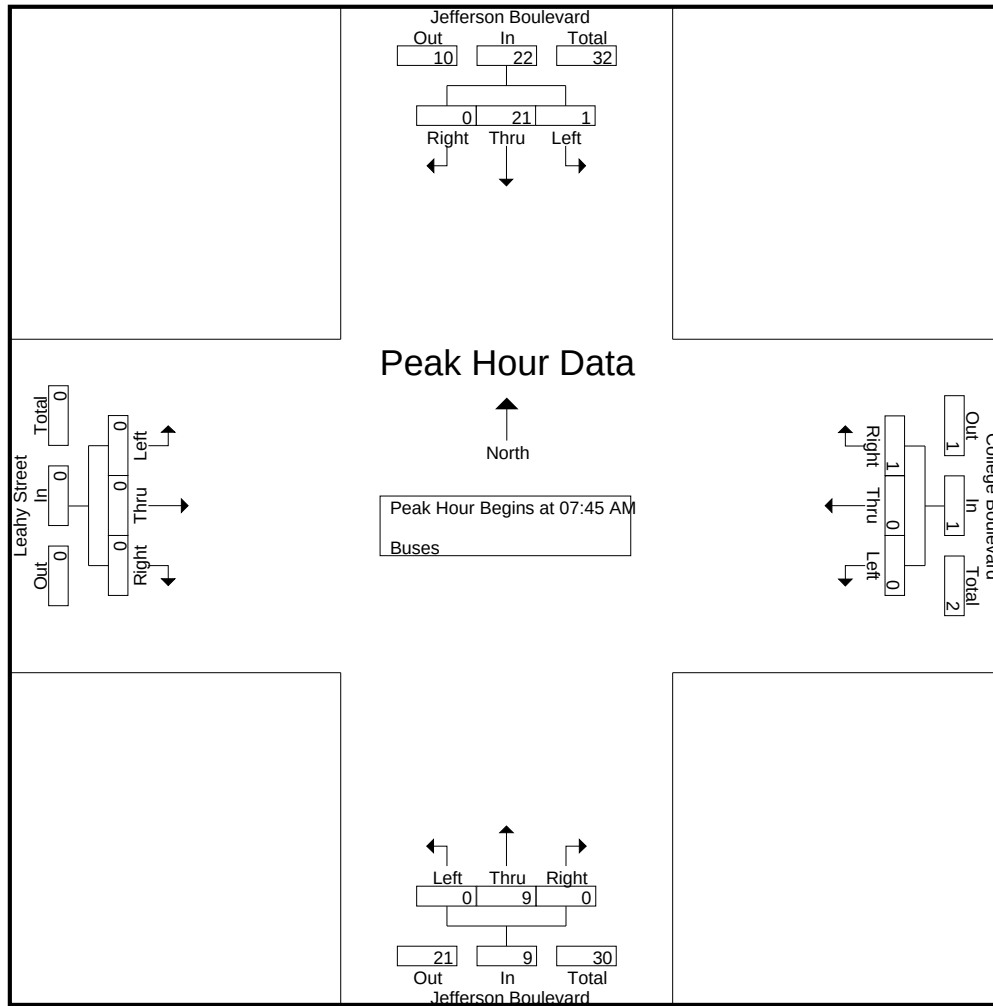
Groups Printed- Buses

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	11	0	11	0	0	0	0	0	5	0	5	0	0	0	0	16
08:00 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0	14
08:45 AM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	20	1	22	0	0	1	1	0	8	0	8	0	0	0	0	31
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
09:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
09:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
Grand Total	1	34	1	36	0	0	1	1	0	22	0	22	0	0	0	0	59
Apprch %	2.8	94.4	2.8		0	0	100		0	100	0		0	0	0		
Total %	1.7	57.6	1.7	61	0	0	1.7	1.7	0	37.3	0	37.3	0	0	0	0	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
08:00 AM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
08:30 AM	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0	14
Total Volume	1	21	0	22	0	0	1	1	0	9	0	9	0	0	0	0	32
% App. Total	4.5	95.5	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.750	.000	.786	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.571

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

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Site Code : 16616129
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	7	0	7	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	1	21	0	22	0	0	1	1	0	9	0	9	0	0	0	0
% App. Total	4.5	95.5	0		0	0	100		0	100	0		0	0	0	
PHF	.250	.750	.000	.786	.000	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

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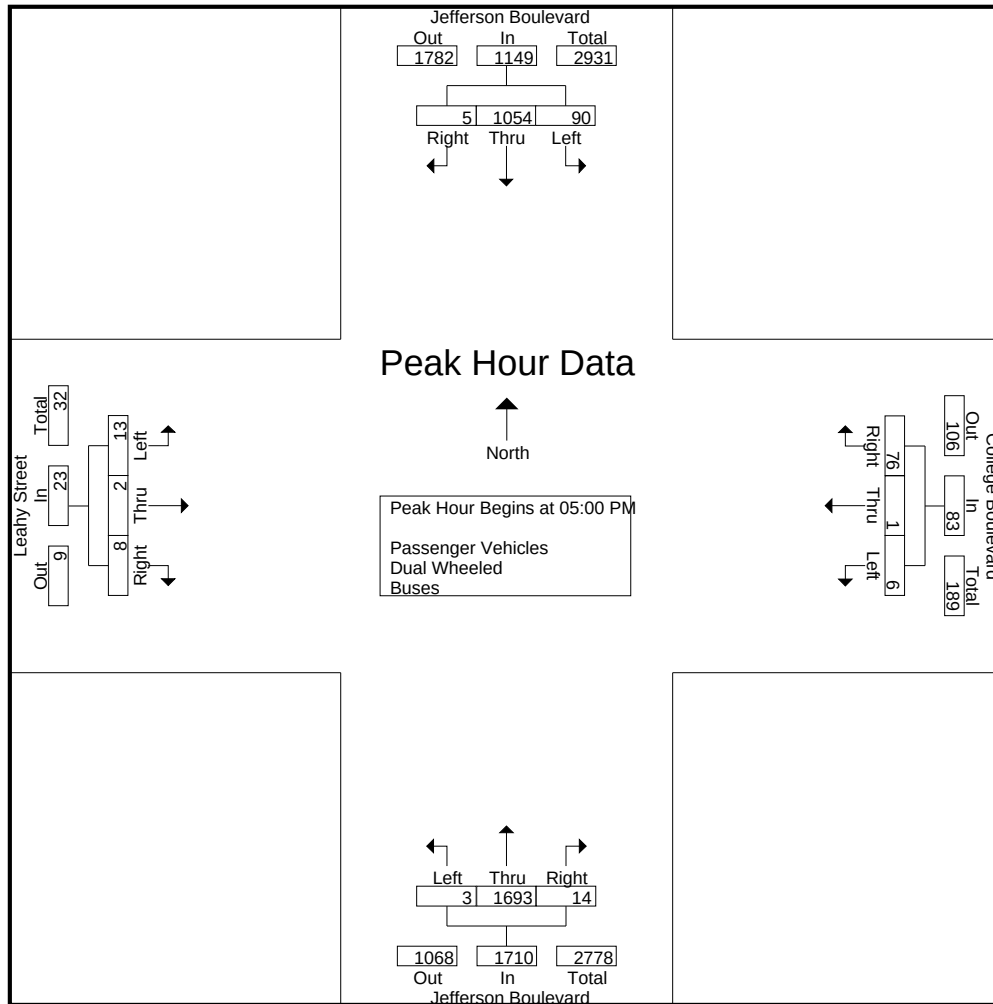
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	236	2	248	0	0	35	35	0	336	0	336	8	0	2	10	629
03:15 PM	11	211	3	225	3	0	25	28	1	342	2	345	3	0	0	3	601
03:30 PM	11	212	0	223	1	0	20	21	1	358	2	361	12	0	3	15	620
03:45 PM	13	233	2	248	0	0	23	23	2	367	3	372	1	0	1	2	645
Total	45	892	7	944	4	0	103	107	4	1403	7	1414	24	0	6	30	2495
04:00 PM	14	231	0	245	1	0	25	26	0	331	3	334	3	0	3	6	611
04:15 PM	35	207	3	245	2	0	49	51	0	353	3	356	0	0	4	4	656
04:30 PM	16	246	0	262	1	0	27	28	0	406	5	411	7	0	2	9	710
04:45 PM	25	223	0	248	2	0	18	20	1	364	5	370	5	1	4	10	648
Total	90	907	3	1000	6	0	119	125	1	1454	16	1471	15	1	13	29	2625
05:00 PM	21	262	2	285	2	0	18	20	0	415	5	420	8	0	4	12	737
05:15 PM	24	258	0	282	2	1	18	21	2	437	5	444	2	0	1	3	750
05:30 PM	21	281	1	303	1	0	22	23	1	428	2	431	1	0	1	2	759
05:45 PM	24	253	2	279	1	0	18	19	0	413	2	415	2	2	2	6	719
Total	90	1054	5	1149	6	1	76	83	3	1693	14	1710	13	2	8	23	2965
Grand Total	225	2853	15	3093	16	1	298	315	8	4550	37	4595	52	3	27	82	8085
Apprch %	7.3	92.2	0.5		5.1	0.3	94.6		0.2	99	0.8		63.4	3.7	32.9		
Total %	2.8	35.3	0.2	38.3	0.2	0	3.7	3.9	0.1	56.3	0.5	56.8	0.6	0	0.3	1	
Passenger Vehicles	224	2810	14	3048	14	1	297	312	8	4495	37	4540	51	3	26	80	7980
% Passenger Vehicles	99.6	98.5	93.3	98.5	87.5	100	99.7	99	100	98.8	100	98.8	98.1	100	96.3	97.6	98.7
Dual Wheeled	1	26	1	28	0	0	1	1	0	41	0	41	1	0	1	2	72
% Dual Wheeled	0.4	0.9	6.7	0.9	0	0	0.3	0.3	0	0.9	0	0.9	1.9	0	3.7	2.4	0.9
Buses	0	17	0	17	2	0	0	2	0	14	0	14	0	0	0	0	33
% Buses	0	0.6	0	0.5	12.5	0	0	0.6	0	0.3	0	0.3	0	0	0	0	0.4

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	262	2	285	2	0	18	20	0	415	5	420	8	0	4	12	737
05:15 PM	24	258	0	282	2	1	18	21	2	437	5	444	2	0	1	3	750
05:30 PM	21	281	1	303	1	0	22	23	1	428	2	431	1	0	1	2	759
05:45 PM	24	253	2	279	1	0	18	19	0	413	2	415	2	2	2	6	719
Total Volume	90	1054	5	1149	6	1	76	83	3	1693	14	1710	13	2	8	23	2965
% App. Total	7.8	91.7	0.4		7.2	1.2	91.6		0.2	99	0.8		56.5	8.7	34.8		
PHF	.938	.938	.625	.948	.750	.250	.864	.902	.375	.969	.700	.963	.406	.250	.500	.479	.977

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:45 PM				05:00 PM				04:15 PM			
+0 mins.	21	262	2	285	0	0	23	23	0	415	5	420	0	0	4	4
+15 mins.	24	258	0	282	1	0	25	26	2	437	5	444	7	0	2	9
+30 mins.	21	281	1	303	2	0	49	51	1	428	2	431	5	1	4	10
+45 mins.	24	253	2	279	1	0	27	28	0	413	2	415	8	0	4	12
Total Volume	90	1054	5	1149	4	0	124	128	3	1693	14	1710	20	1	14	35
% App. Total	7.8	91.7	0.4		3.1	0	96.9		0.2	99	0.8		57.1	2.9	40	
PHF	.938	.938	.625	.948	.500	.000	.633	.627	.375	.969	.700	.963	.625	.250	.875	.729

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
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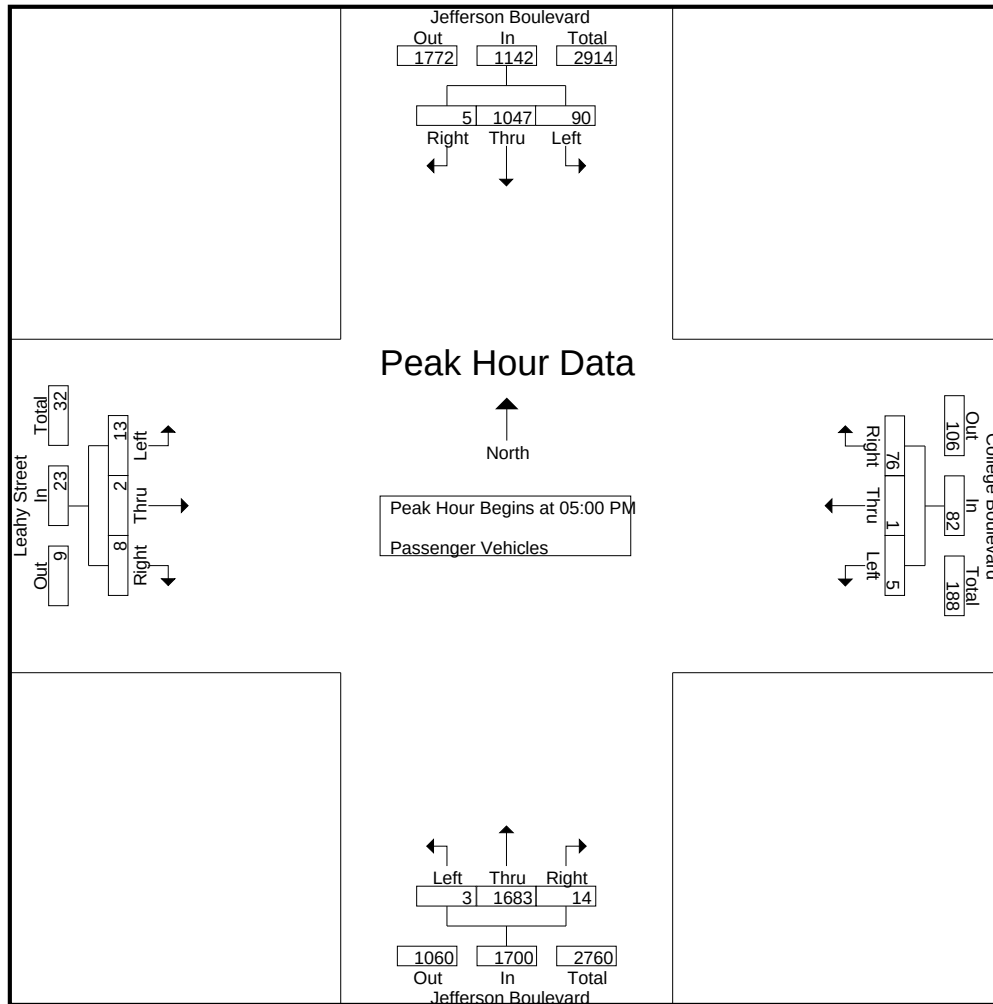
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	10	229	2	241	0	0	35	35	0	326	0	326	8	0	2	10	612
03:15 PM	10	202	3	215	2	0	25	27	1	337	2	340	3	0	0	3	585
03:30 PM	11	210	0	221	1	0	19	20	1	350	2	353	12	0	2	14	608
03:45 PM	13	231	1	245	0	0	23	23	2	366	3	371	1	0	1	2	641
Total	44	872	6	922	3	0	102	105	4	1379	7	1390	24	0	5	29	2446
04:00 PM	14	228	0	242	1	0	25	26	0	320	3	323	2	0	3	5	596
04:15 PM	35	204	3	242	2	0	49	51	0	349	3	352	0	0	4	4	649
04:30 PM	16	242	0	258	1	0	27	28	0	400	5	405	7	0	2	9	700
04:45 PM	25	217	0	242	2	0	18	20	1	364	5	370	5	1	4	10	642
Total	90	891	3	984	6	0	119	125	1	1433	16	1450	14	1	13	28	2587
05:00 PM	21	260	2	283	2	0	18	20	0	409	5	414	8	0	4	12	729
05:15 PM	24	256	0	280	1	1	18	20	2	436	5	443	2	0	1	3	746
05:30 PM	21	279	1	301	1	0	22	23	1	426	2	429	1	0	1	2	755
05:45 PM	24	252	2	278	1	0	18	19	0	412	2	414	2	2	2	6	717
Total	90	1047	5	1142	5	1	76	82	3	1683	14	1700	13	2	8	23	2947
Grand Total	224	2810	14	3048	14	1	297	312	8	4495	37	4540	51	3	26	80	7980
Apprch %	7.3	92.2	0.5		4.5	0.3	95.2		0.2	99	0.8		63.8	3.8	32.5		
Total %	2.8	35.2	0.2	38.2	0.2	0	3.7	3.9	0.1	56.3	0.5	56.9	0.6	0	0.3	1	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	260	2	283	2	0	18	20	0	409	5	414	8	0	4	12	729
05:15 PM	24	256	0	280	1	1	18	20	2	436	5	443	2	0	1	3	746
05:30 PM	21	279	1	301	1	0	22	23	1	426	2	429	1	0	1	2	755
05:45 PM	24	252	2	278	1	0	18	19	0	412	2	414	2	2	2	6	717
Total Volume	90	1047	5	1142	5	1	76	82	3	1683	14	1700	13	2	8	23	2947
% App. Total	7.9	91.7	0.4		6.1	1.2	92.7		0.2	99	0.8		56.5	8.7	34.8		
PHF	.938	.938	.625	.949	.625	.250	.864	.891	.375	.965	.700	.959	.406	.250	.500	.479	.976

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	21	260	2	283	2	0	18	20	0	409	5	414	8	0	4	12
+15 mins.	24	256	0	280	1	1	18	20	2	436	5	443	2	0	1	3
+30 mins.	21	279	1	301	1	0	22	23	1	426	2	429	1	0	1	2
+45 mins.	24	252	2	278	1	0	18	19	0	412	2	414	2	2	2	6
Total Volume	90	1047	5	1142	5	1	76	82	3	1683	14	1700	13	2	8	23
% App. Total	7.9	91.7	0.4		6.1	1.2	92.7		0.2	99	0.8		56.5	8.7	34.8	
PHF	.938	.938	.625	.949	.625	.250	.864	.891	.375	.965	.700	.959	.406	.250	.500	.479

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

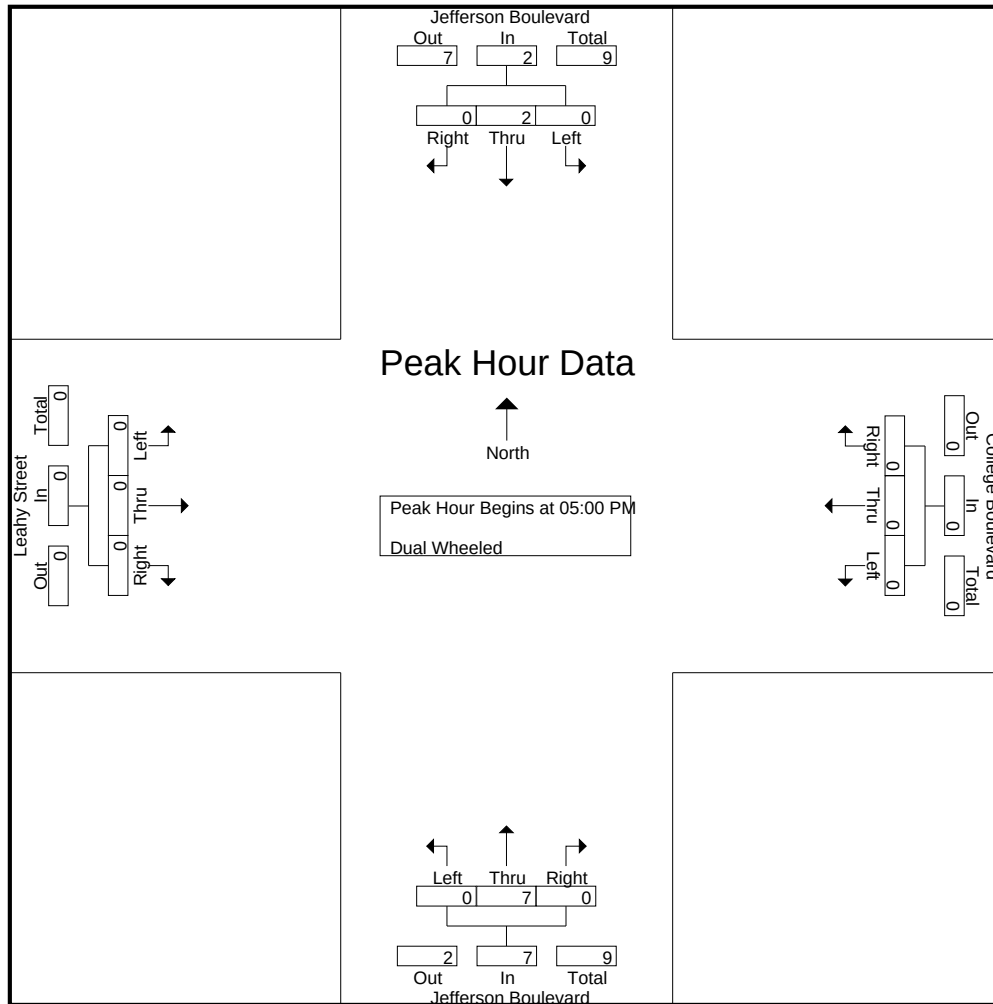
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
03:15 PM	1	6	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
03:30 PM	0	0	0	0	0	0	1	1	0	7	0	7	0	0	1	1	9
03:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	11	1	13	0	0	1	1	0	18	0	18	0	0	1	1	33
04:00 PM	0	2	0	2	0	0	0	0	0	8	0	8	1	0	0	1	11
04:15 PM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	13	0	13	0	0	0	0	0	16	0	16	1	0	0	1	30
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
Grand Total	1	26	1	28	0	0	1	1	0	41	0	41	1	0	1	2	72
Apprch %	3.6	92.9	3.6		0	0	100		0	100	0		50	0	50		
Total %	1.4	36.1	1.4	38.9	0	0	1.4	1.4	0	56.9	0	56.9	1.4	0	1.4	2.8	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.350	.000	.350	.000	.000	.000	.000	.450

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
Site Code : 16616129
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.350	.000	.350	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

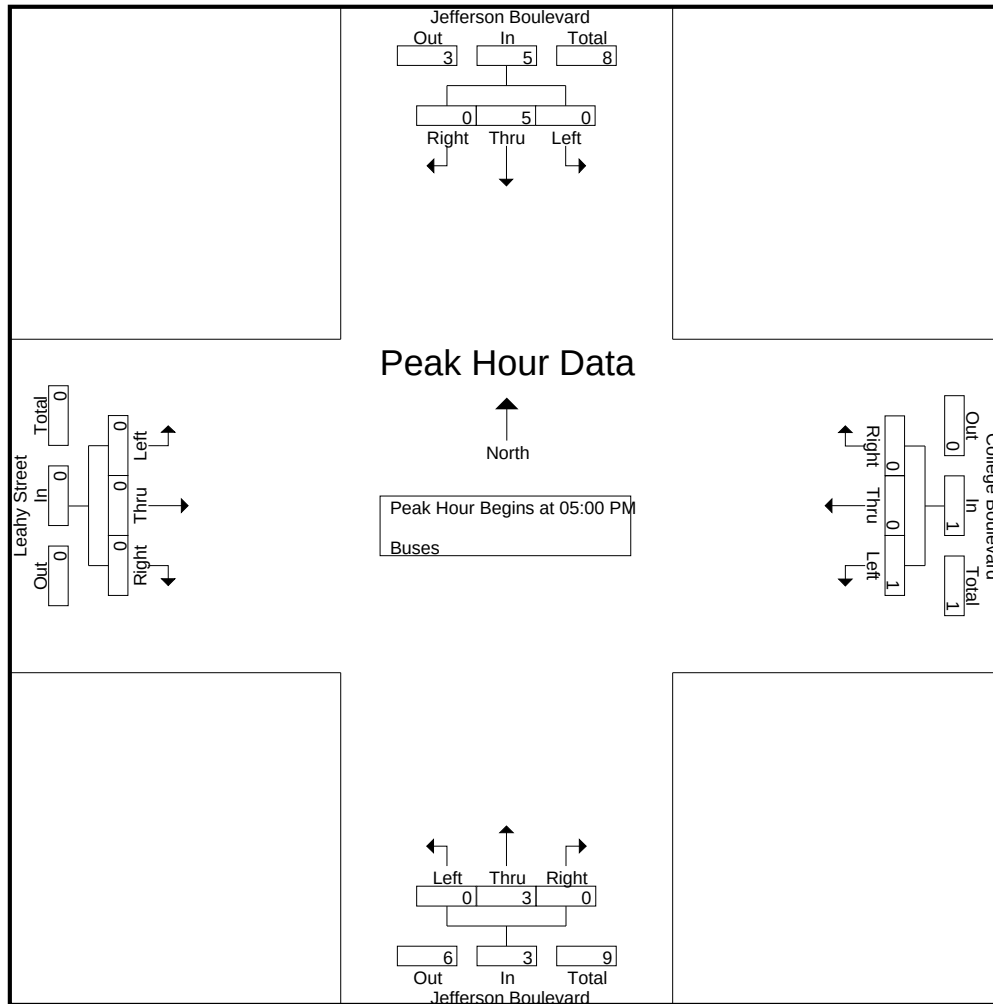
Groups Printed- Buses

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
03:15 PM	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
03:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	9	0	9	1	0	0	1	0	6	0	6	0	0	0	0	16
04:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	0	5	1	0	0	1	0	3	0	3	0	0	0	0	9
Grand Total	0	17	0	17	2	0	0	2	0	14	0	14	0	0	0	0	33
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	51.5	0	51.5	6.1	0	0	6.1	0	42.4	0	42.4	0	0	0	0	

	Jefferson Boulevard Southbound				College Boulevard Westbound				Jefferson Boulevard Northbound				Leahy Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	5	0	5	1	0	0	1	0	3	0	3	0	0	0	0	9
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.750

Culver City
N/S: Jefferson Boulevard
E/W: Leahy Street/College Boulevard
Weather: Clear

File Name : CVCJELEPM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	1	0	0	1	0	3	0	3	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

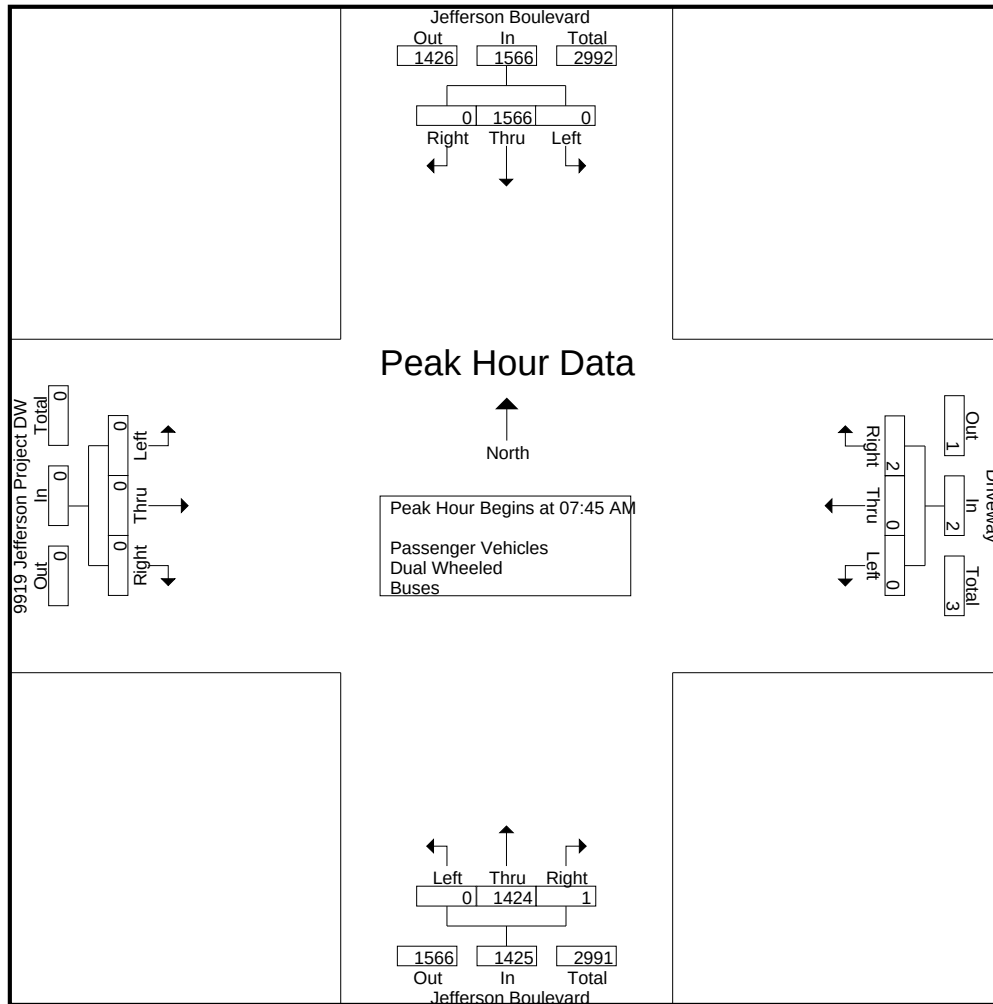
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	257	0	258	0	0	0	0	0	238	0	238	0	0	0	0	496
07:15 AM	0	309	0	309	0	0	1	1	0	319	0	319	0	0	0	0	629
07:30 AM	0	359	0	359	0	0	1	1	0	314	0	314	0	0	0	0	674
07:45 AM	0	412	0	412	0	0	1	1	0	332	0	332	0	0	0	0	745
Total	1	1337	0	1338	0	0	3	3	0	1203	0	1203	0	0	0	0	2544
08:00 AM	0	404	0	404	0	0	0	0	0	349	0	349	0	0	0	0	753
08:15 AM	0	388	0	388	0	0	1	1	0	384	0	384	0	0	0	0	773
08:30 AM	0	362	0	362	0	0	0	0	0	359	1	360	0	0	0	0	722
08:45 AM	0	330	0	330	0	0	0	0	0	355	0	355	0	0	0	0	685
Total	0	1484	0	1484	0	0	1	1	0	1447	1	1448	0	0	0	0	2933
09:00 AM	0	418	0	418	0	0	4	4	0	327	0	327	0	0	0	0	749
09:15 AM	2	382	7	391	1	0	0	1	0	290	0	290	0	0	0	0	682
09:30 AM	1	357	0	358	0	0	0	0	0	293	1	294	0	0	0	0	652
09:45 AM	1	284	0	285	0	0	1	1	0	236	0	236	0	0	0	0	522
Total	4	1441	7	1452	1	0	5	6	0	1146	1	1147	0	0	0	0	2605
Grand Total	5	4262	7	4274	1	0	9	10	0	3796	2	3798	0	0	0	0	8082
Apprch %	0.1	99.7	0.2		10	0	90		0	99.9	0.1		0	0	0		
Total %	0.1	52.7	0.1	52.9	0	0	0.1	0.1	0	47	0	47	0	0	0	0	
Passenger Vehicles	4	4163	7	4174	0	0	4	4	0	3728	0	3728	0	0	0	0	7906
% Passenger Vehicles	80	97.7	100	97.7	0	0	44.4	40	0	98.2	0	98.2	0	0	0	0	97.8
Dual Wheeled	1	77	0	78	1	0	5	6	0	47	2	49	0	0	0	0	133
% Dual Wheeled	20	1.8	0	1.8	100	0	55.6	60	0	1.2	100	1.3	0	0	0	0	1.6
Buses	0	22	0	22	0	0	0	0	0	21	0	21	0	0	0	0	43
% Buses	0	0.5	0	0.5	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.5

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	412	0	412	0	0	1	1	0	332	0	332	0	0	0	0	745
08:00 AM	0	404	0	404	0	0	0	0	0	349	0	349	0	0	0	0	753
08:15 AM	0	388	0	388	0	0	1	1	0	384	0	384	0	0	0	0	773
08:30 AM	0	362	0	362	0	0	0	0	0	359	1	360	0	0	0	0	722
Total Volume	0	1566	0	1566	0	0	2	2	0	1424	1	1425	0	0	0	0	2993
% App. Total	0	100	0		0	0	100		0	99.9	0.1		0	0	0		
PHF	.000	.950	.000	.950	.000	.000	.500	.500	.000	.927	.250	.928	.000	.000	.000	.000	.968

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				09:00 AM				08:00 AM				07:00 AM			
+0 mins.	0	412	0	412	0	0	4	4	0	349	0	349	0	0	0	0
+15 mins.	0	404	0	404	1	0	0	1	0	384	0	384	0	0	0	0
+30 mins.	0	388	0	388	0	0	0	0	0	359	1	360	0	0	0	0
+45 mins.	0	362	0	362	0	0	1	1	0	355	0	355	0	0	0	0
Total Volume	0	1566	0	1566	1	0	5	6	0	1447	1	1448	0	0	0	0
% App. Total	0	100	0		16.7	0	83.3		0	99.9	0.1		0	0	0	
PHF	.000	.950	.000	.950	.250	.000	.313	.375	.000	.942	.250	.943	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

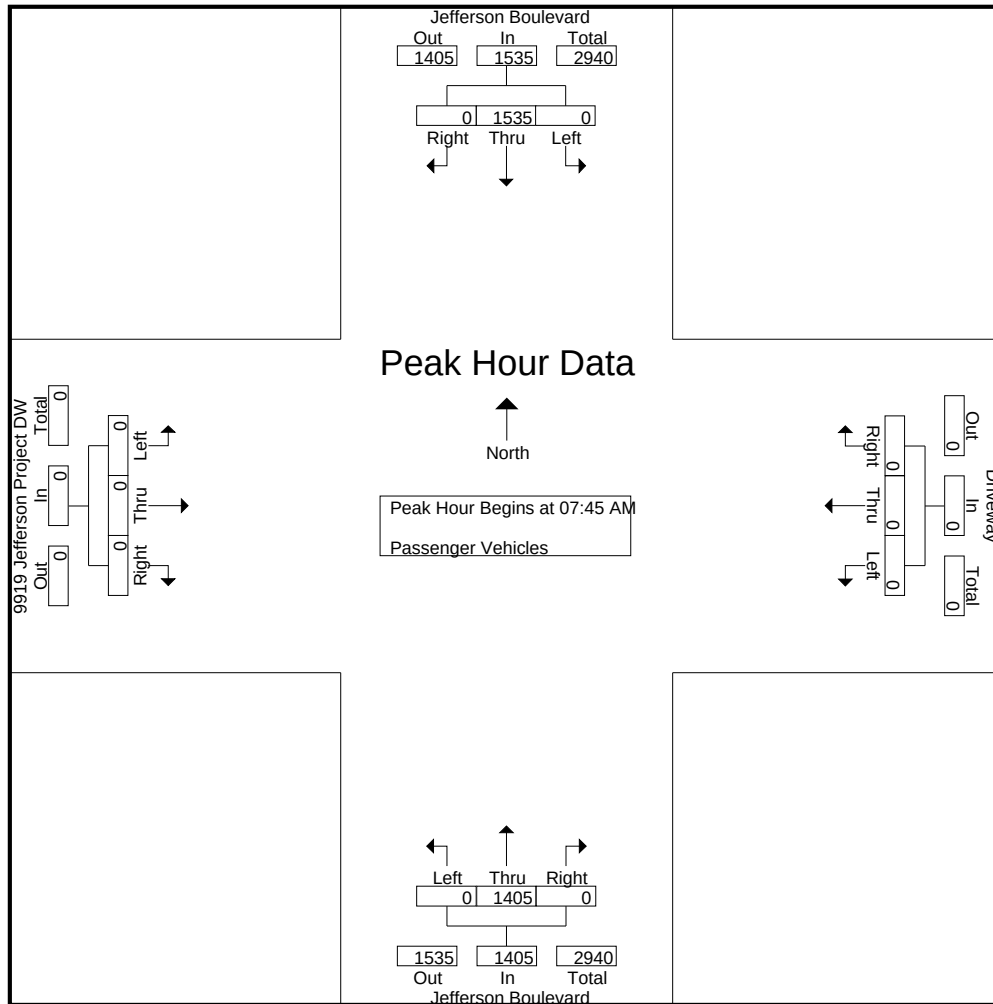
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	252	0	253	0	0	0	0	0	232	0	232	0	0	0	0	485
07:15 AM	0	300	0	300	0	0	0	0	0	315	0	315	0	0	0	0	615
07:30 AM	0	350	0	350	0	0	0	0	0	306	0	306	0	0	0	0	656
07:45 AM	0	403	0	403	0	0	0	0	0	327	0	327	0	0	0	0	730
Total	1	1305	0	1306	0	0	0	0	0	1180	0	1180	0	0	0	0	2486
08:00 AM	0	399	0	399	0	0	0	0	0	346	0	346	0	0	0	0	745
08:15 AM	0	380	0	380	0	0	0	0	0	379	0	379	0	0	0	0	759
08:30 AM	0	353	0	353	0	0	0	0	0	353	0	353	0	0	0	0	706
08:45 AM	0	323	0	323	0	0	0	0	0	351	0	351	0	0	0	0	674
Total	0	1455	0	1455	0	0	0	0	0	1429	0	1429	0	0	0	0	2884
09:00 AM	0	412	0	412	0	0	3	3	0	325	0	325	0	0	0	0	740
09:15 AM	1	375	7	383	0	0	0	0	0	278	0	278	0	0	0	0	661
09:30 AM	1	343	0	344	0	0	0	0	0	285	0	285	0	0	0	0	629
09:45 AM	1	273	0	274	0	0	1	1	0	231	0	231	0	0	0	0	506
Total	3	1403	7	1413	0	0	4	4	0	1119	0	1119	0	0	0	0	2536
Grand Total	4	4163	7	4174	0	0	4	4	0	3728	0	3728	0	0	0	0	7906
Apprch %	0.1	99.7	0.2		0	0	100		0	100	0		0	0	0		
Total %	0.1	52.7	0.1	52.8	0	0	0.1	0.1	0	47.2	0	47.2	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	403	0	403	0	0	0	0	0	327	0	327	0	0	0	0	730
08:00 AM	0	399	0	399	0	0	0	0	0	346	0	346	0	0	0	0	745
08:15 AM	0	380	0	380	0	0	0	0	0	379	0	379	0	0	0	0	759
08:30 AM	0	353	0	353	0	0	0	0	0	353	0	353	0	0	0	0	706
Total Volume	0	1535	0	1535	0	0	0	0	0	1405	0	1405	0	0	0	0	2940
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.952	.000	.952	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000	.968

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	403	0	403	0	0	0	0	0	327	0	327	0	0	0	0
+15 mins.	0	399	0	399	0	0	0	0	0	346	0	346	0	0	0	0
+30 mins.	0	380	0	380	0	0	0	0	0	379	0	379	0	0	0	0
+45 mins.	0	353	0	353	0	0	0	0	0	353	0	353	0	0	0	0
Total Volume	0	1535	0	1535	0	0	0	0	0	1405	0	1405	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.952	.000	.952	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
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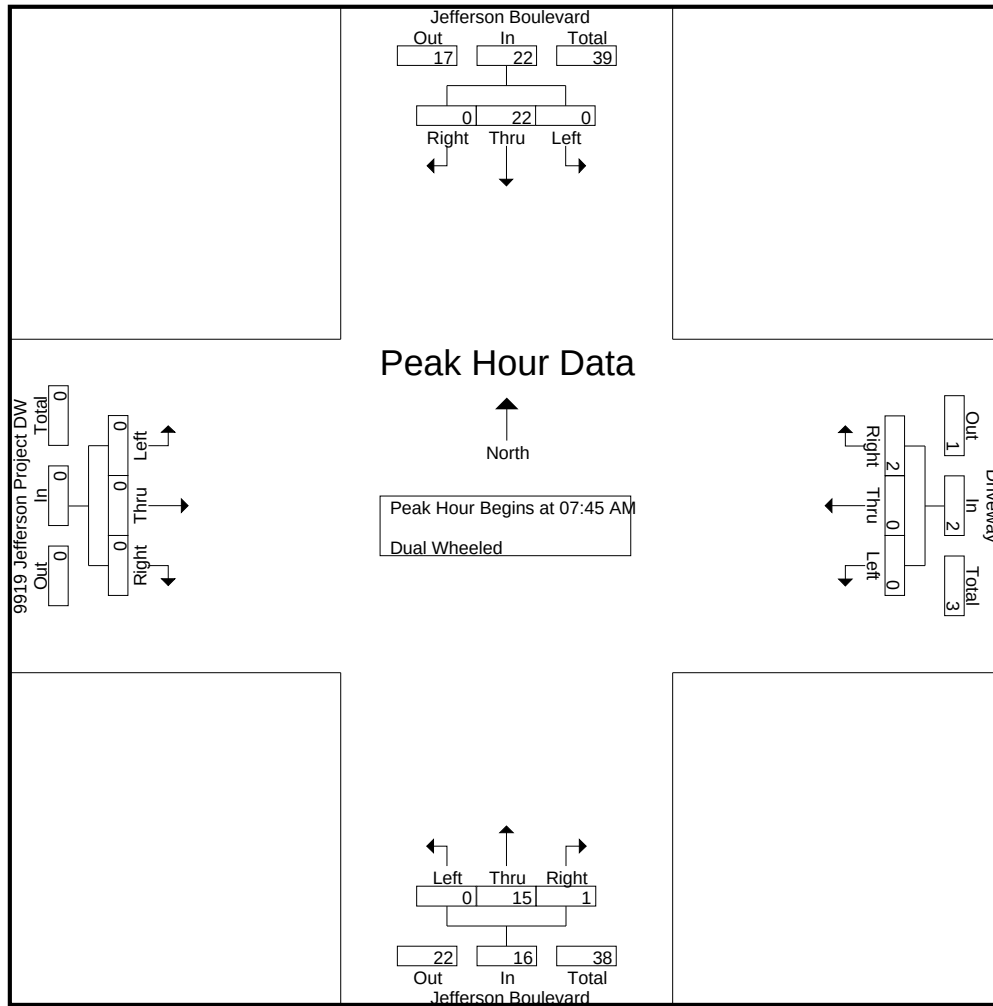
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
07:15 AM	0	9	0	9	0	0	1	1	0	3	0	3	0	0	0	0	13
07:30 AM	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
07:45 AM	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0	14
Total	0	24	0	24	0	0	3	3	0	18	0	18	0	0	0	0	45
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	6	0	6	0	0	1	1	0	3	0	3	0	0	0	0	10
08:30 AM	0	6	0	6	0	0	0	0	0	5	1	6	0	0	0	0	12
08:45 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Total	0	19	0	19	0	0	1	1	0	12	1	13	0	0	0	0	33
09:00 AM	0	6	0	6	0	0	1	1	0	1	0	1	0	0	0	0	8
09:15 AM	1	6	0	7	1	0	0	1	0	9	0	9	0	0	0	0	17
09:30 AM	0	12	0	12	0	0	0	0	0	4	1	5	0	0	0	0	17
09:45 AM	0	10	0	10	0	0	0	0	0	3	0	3	0	0	0	0	13
Total	1	34	0	35	1	0	1	2	0	17	1	18	0	0	0	0	55
Grand Total	1	77	0	78	1	0	5	6	0	47	2	49	0	0	0	0	133
Apprch %	1.3	98.7	0		16.7	0	83.3		0	95.9	4.1		0	0	0		
Total %	0.8	57.9	0	58.6	0.8	0	3.8	4.5	0	35.3	1.5	36.8	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0	14
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	6	0	6	0	0	1	1	0	3	0	3	0	0	0	0	10
08:30 AM	0	6	0	6	0	0	0	0	0	5	1	6	0	0	0	0	12
Total Volume	0	22	0	22	0	0	2	2	0	15	1	16	0	0	0	0	40
% App. Total	0	100	0		0	0	100		0	93.8	6.2		0	0	0		
PHF	.000	.688	.000	.688	.000	.000	.500	.500	.000	.750	.250	.667	.000	.000	.000	.000	.714

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	8	0	8	0	0	1	1	0	5	0	5	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	6	0	6	0	0	1	1	0	3	0	3	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	5	1	6	0	0	0	0
Total Volume	0	22	0	22	0	0	2	2	0	15	1	16	0	0	0	0
% App. Total	0	100	0		0	0	100		0	93.8	6.2		0	0	0	
PHF	.000	.688	.000	.688	.000	.000	.500	.500	.000	.750	.250	.667	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRAM
Site Code : 16616129
Start Date : 3/1/2016
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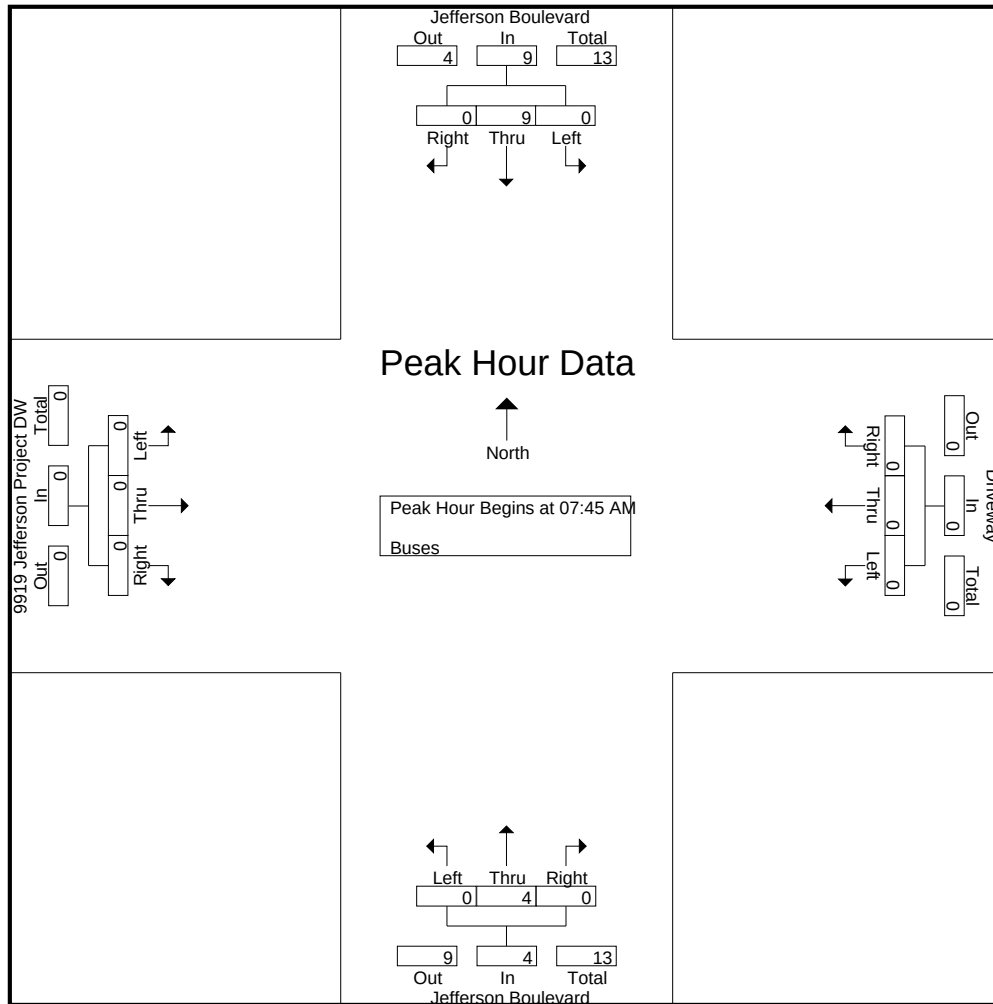
Groups Printed- Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
08:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:15 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
09:30 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
09:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Grand Total	0	22	0	22	0	0	0	0	0	21	0	21	0	0	0	0	43
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	51.2	0	51.2	0	0	0	0	0	48.8	0	48.8	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total Volume	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.813

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
Start Date : 3/1/2016
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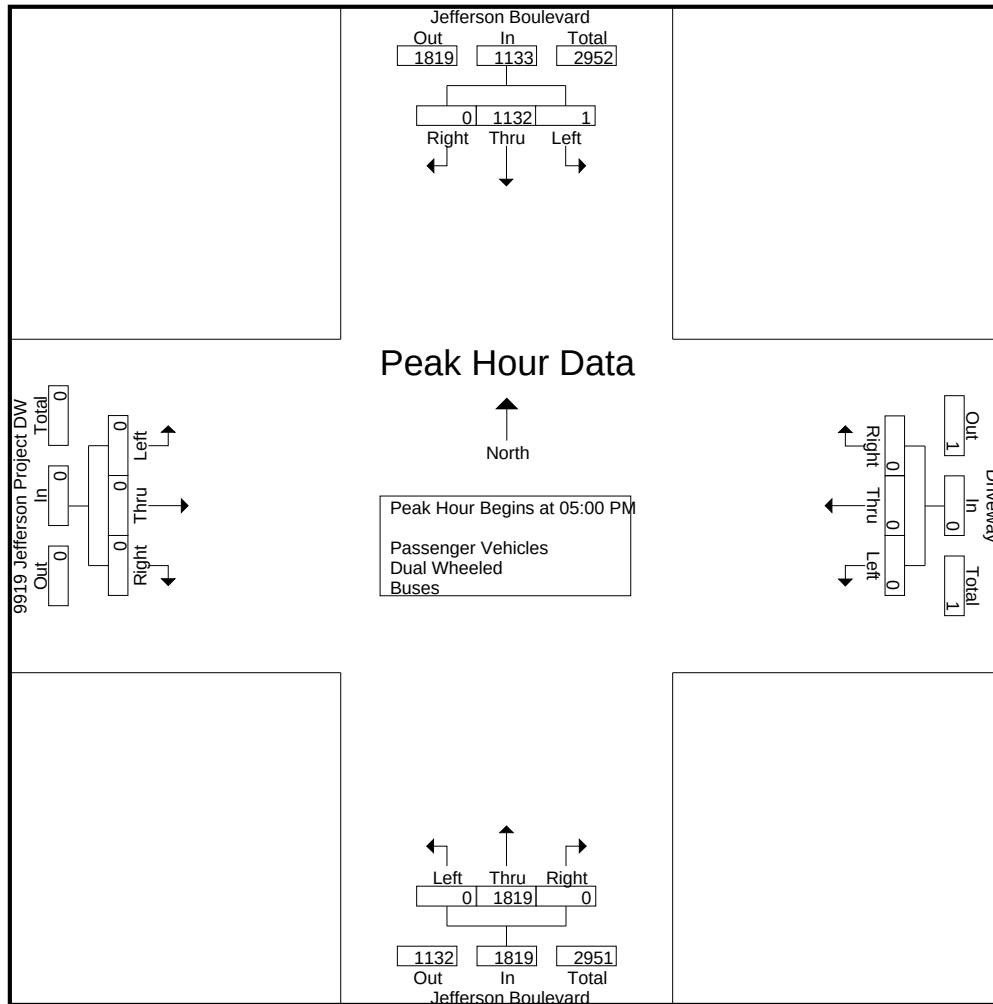
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	250	0	250	0	0	2	2	0	376	1	377	0	0	0	0	629
03:15 PM	0	215	0	215	0	0	0	0	0	365	0	365	0	0	0	0	580
03:30 PM	0	231	0	231	0	0	0	0	0	384	0	384	0	0	0	0	615
03:45 PM	0	243	0	243	0	0	1	1	0	383	0	383	1	0	0	1	628
Total	0	939	0	939	0	0	3	3	0	1508	1	1509	1	0	0	1	2452
04:00 PM	0	247	0	247	0	0	0	0	0	356	0	356	0	0	0	0	603
04:15 PM	0	247	0	247	0	0	0	0	0	395	0	395	0	0	0	0	642
04:30 PM	0	256	0	256	1	0	0	1	0	433	0	433	0	0	0	0	690
04:45 PM	2	251	0	253	0	0	0	0	0	396	0	396	0	0	0	0	649
Total	2	1001	0	1003	1	0	0	1	0	1580	0	1580	0	0	0	0	2584
05:00 PM	0	281	0	281	0	0	0	0	0	433	0	433	0	0	0	0	714
05:15 PM	1	282	0	283	0	0	0	0	0	476	0	476	0	0	0	0	759
05:30 PM	0	294	0	294	0	0	0	0	0	442	0	442	0	0	0	0	736
05:45 PM	0	275	0	275	0	0	0	0	0	468	0	468	0	0	0	0	743
Total	1	1132	0	1133	0	0	0	0	0	1819	0	1819	0	0	0	0	2952
Grand Total	3	3072	0	3075	1	0	3	4	0	4907	1	4908	1	0	0	1	7988
Apprch %	0.1	99.9	0		25	0	75		0	100	0		100	0	0		
Total %	0	38.5	0	38.5	0	0	0	0.1	0	61.4	0	61.4	0	0	0	0	
Passenger Vehicles	3	3024	0	3027	1	0	3	4	0	4848	1	4849	1	0	0	1	7881
% Passenger Vehicles	100	98.4	0	98.4	100	0	100	100	0	98.8	100	98.8	100	0	0	100	98.7
Dual Wheeled	0	30	0	30	0	0	0	0	0	46	0	46	0	0	0	0	76
% Dual Wheeled	0	1	0	1	0	0	0	0	0	0.9	0	0.9	0	0	0	0	1
Buses	0	18	0	18	0	0	0	0	0	13	0	13	0	0	0	0	31
% Buses	0	0.6	0	0.6	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.4

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	281	0	281	0	0	0	0	0	433	0	433	0	0	0	0	714
05:15 PM	1	282	0	283	0	0	0	0	0	476	0	476	0	0	0	0	759
05:30 PM	0	294	0	294	0	0	0	0	0	442	0	442	0	0	0	0	736
05:45 PM	0	275	0	275	0	0	0	0	0	468	0	468	0	0	0	0	743
Total Volume	1	1132	0	1133	0	0	0	0	0	1819	0	1819	0	0	0	0	2952
% App. Total	0.1	99.9	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.963	.000	.963	.000	.000	.000	.000	.000	.955	.000	.955	.000	.000	.000	.000	.972

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

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Site Code : 16616129
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				03:00 PM				05:00 PM				03:00 PM			
+0 mins.	0	281	0	281	0	0	2	2	0	433	0	433	0	0	0	0
+15 mins.	1	282	0	283	0	0	0	0	0	476	0	476	0	0	0	0
+30 mins.	0	294	0	294	0	0	0	0	0	442	0	442	0	0	0	0
+45 mins.	0	275	0	275	0	0	1	1	0	468	0	468	1	0	0	1
Total Volume	1	1132	0	1133	0	0	3	3	0	1819	0	1819	1	0	0	1
% App. Total	0.1	99.9	0		0	0	100		0	100	0		100	0	0	
PHF	.250	.963	.000	.963	.000	.000	.375	.375	.000	.955	.000	.955	.250	.000	.000	.250

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
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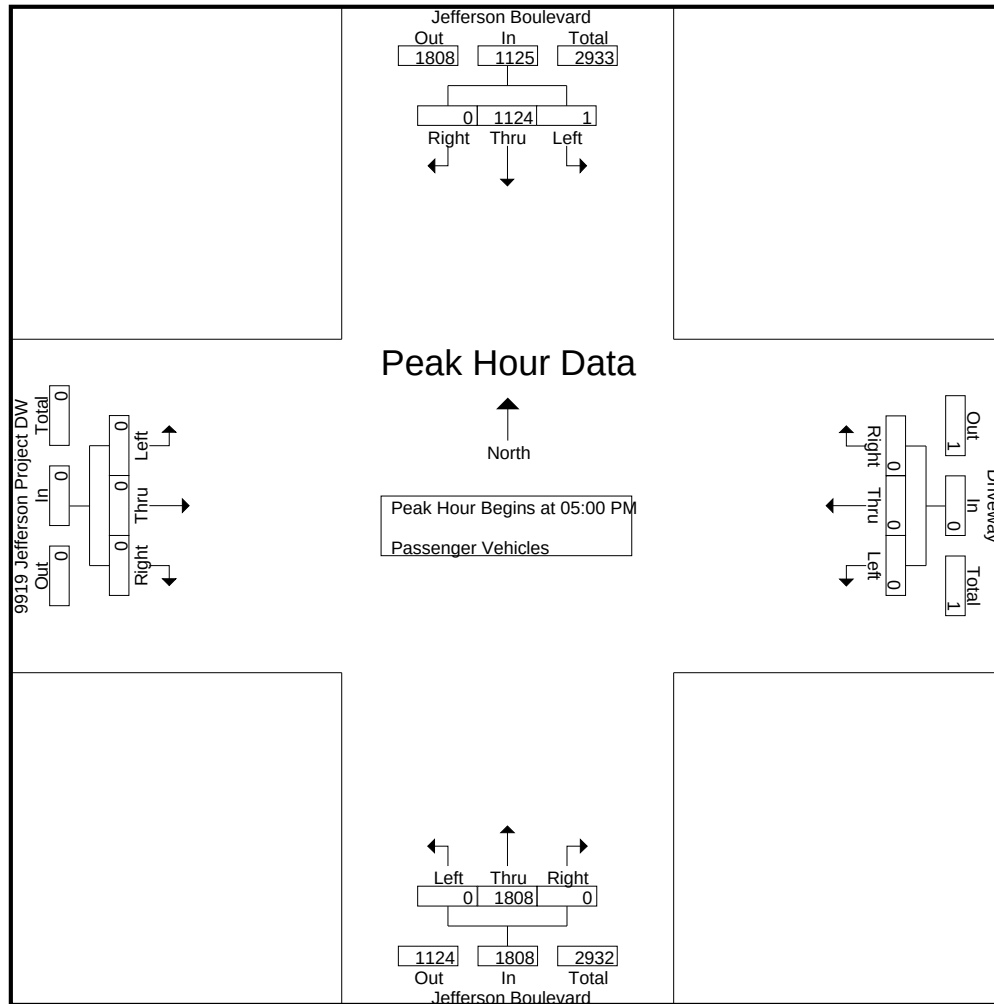
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	243	0	243	0	0	2	2	0	364	1	365	0	0	0	0	610
03:15 PM	0	206	0	206	0	0	0	0	0	360	0	360	0	0	0	0	566
03:30 PM	0	225	0	225	0	0	0	0	0	376	0	376	0	0	0	0	601
03:45 PM	0	241	0	241	0	0	1	1	0	380	0	380	1	0	0	1	623
Total	0	915	0	915	0	0	3	3	0	1480	1	1481	1	0	0	1	2400
04:00 PM	0	244	0	244	0	0	0	0	0	345	0	345	0	0	0	0	589
04:15 PM	0	243	0	243	0	0	0	0	0	392	0	392	0	0	0	0	635
04:30 PM	0	252	0	252	1	0	0	1	0	427	0	427	0	0	0	0	680
04:45 PM	2	246	0	248	0	0	0	0	0	396	0	396	0	0	0	0	644
Total	2	985	0	987	1	0	0	1	0	1560	0	1560	0	0	0	0	2548
05:00 PM	0	279	0	279	0	0	0	0	0	427	0	427	0	0	0	0	706
05:15 PM	1	280	0	281	0	0	0	0	0	475	0	475	0	0	0	0	756
05:30 PM	0	291	0	291	0	0	0	0	0	440	0	440	0	0	0	0	731
05:45 PM	0	274	0	274	0	0	0	0	0	466	0	466	0	0	0	0	740
Total	1	1124	0	1125	0	0	0	0	0	1808	0	1808	0	0	0	0	2933
Grand Total	3	3024	0	3027	1	0	3	4	0	4848	1	4849	1	0	0	1	7881
Apprch %	0.1	99.9	0		25	0	75		0	100	0		100	0	0		
Total %	0	38.4	0	38.4	0	0	0	0.1	0	61.5	0	61.5	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	279	0	279	0	0	0	0	0	427	0	427	0	0	0	0	706
05:15 PM	1	280	0	281	0	0	0	0	0	475	0	475	0	0	0	0	756
05:30 PM	0	291	0	291	0	0	0	0	0	440	0	440	0	0	0	0	731
05:45 PM	0	274	0	274	0	0	0	0	0	466	0	466	0	0	0	0	740
Total Volume	1	1124	0	1125	0	0	0	0	0	1808	0	1808	0	0	0	0	2933
% App. Total	0.1	99.9	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.966	.000	.966	.000	.000	.000	.000	.000	.952	.000	.952	.000	.000	.000	.000	.970

Culver City
N/S: Jefferson Boulevard
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Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	279	0	279	0	0	0	0	0	427	0	427	0	0	0	0
+15 mins.	1	280	0	281	0	0	0	0	0	475	0	475	0	0	0	0
+30 mins.	0	291	0	291	0	0	0	0	0	440	0	440	0	0	0	0
+45 mins.	0	274	0	274	0	0	0	0	0	466	0	466	0	0	0	0
Total Volume	1	1124	0	1125	0	0	0	0	0	1808	0	1808	0	0	0	0
% App. Total	0.1	99.9	0		0	0	0	0	0	100	0		0	0	0	
PHF	.250	.966	.000	.966	.000	.000	.000	.000	.000	.952	.000	.952	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
Start Date : 3/1/2016
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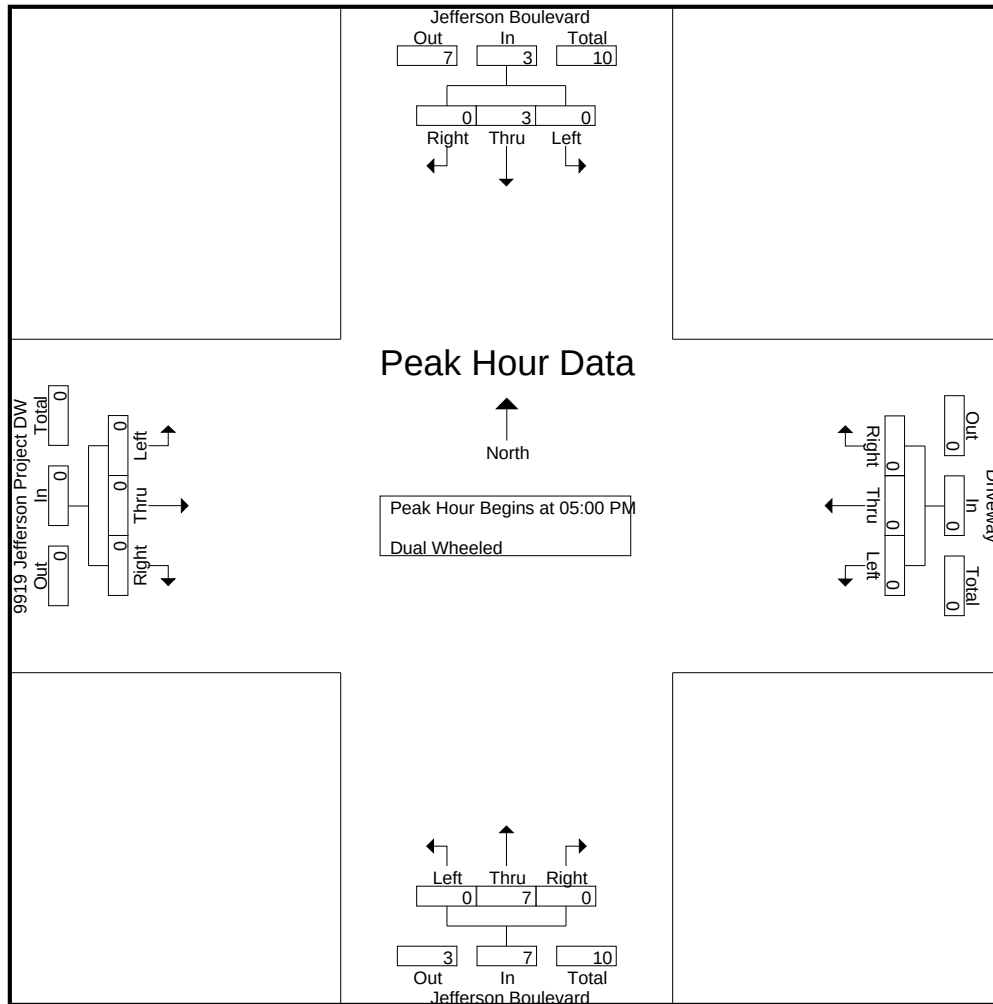
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
03:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
03:30 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
03:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	14	0	14	0	0	0	0	0	23	0	23	0	0	0	0	37
04:00 PM	0	2	0	2	0	0	0	0	0	9	0	9	0	0	0	0	11
04:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
04:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	13	0	13	0	0	0	0	0	16	0	16	0	0	0	0	29
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
Grand Total	0	30	0	30	0	0	0	0	0	46	0	46	0	0	0	0	76
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	39.5	0	39.5	0	0	0	0	0	60.5	0	60.5	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.350	.000	.350	.000	.000	.000	.000	.500

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.350	.000	.350	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
Start Date : 3/1/2016
Page No : 1

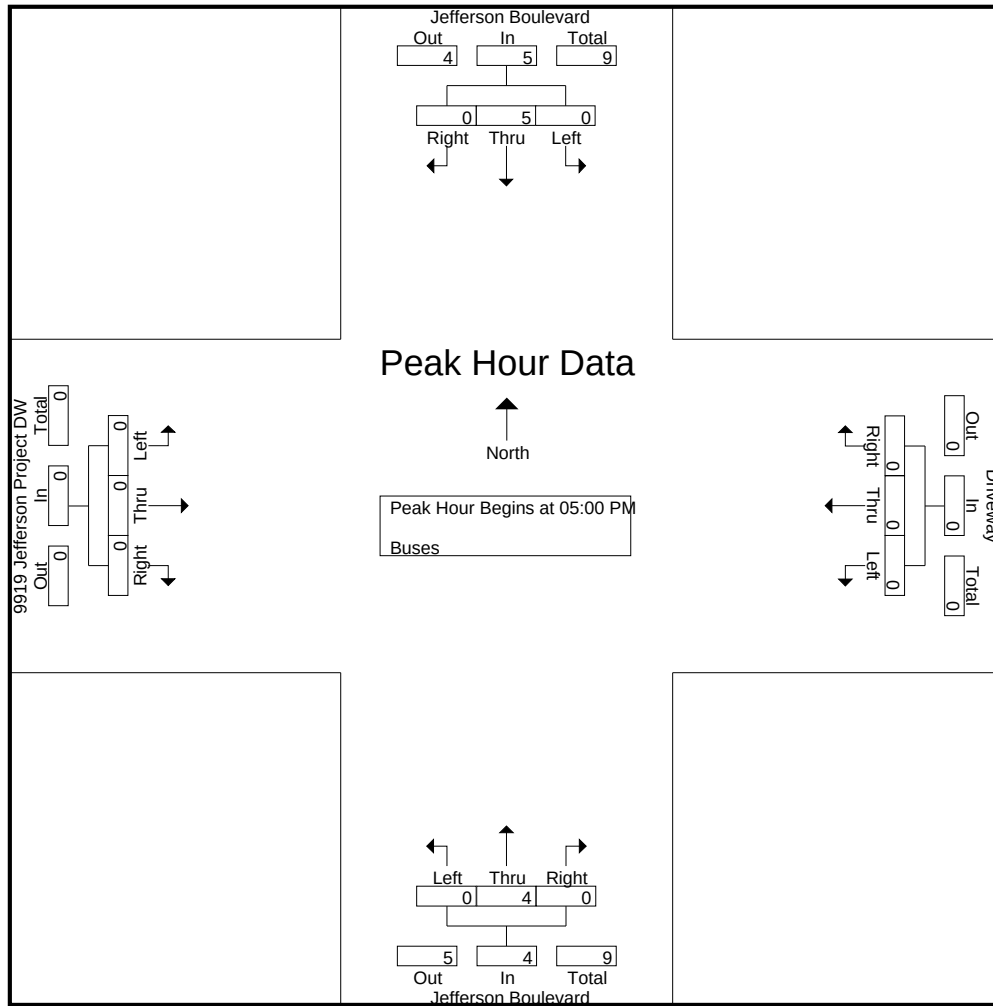
Groups Printed- Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
03:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
03:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
03:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
Grand Total	0	18	0	18	0	0	0	0	0	13	0	13	0	0	0	0	31
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	58.1	0	58.1	0	0	0	0	0	41.9	0	41.9	0	0	0	0	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				9919 Jefferson Project DW Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

Culver City
N/S: Jefferson Boulevard
E/W: 9919 Jefferson Project Driveway
Weather: Clear

File Name : CVCJEPRPM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
Page No : 1

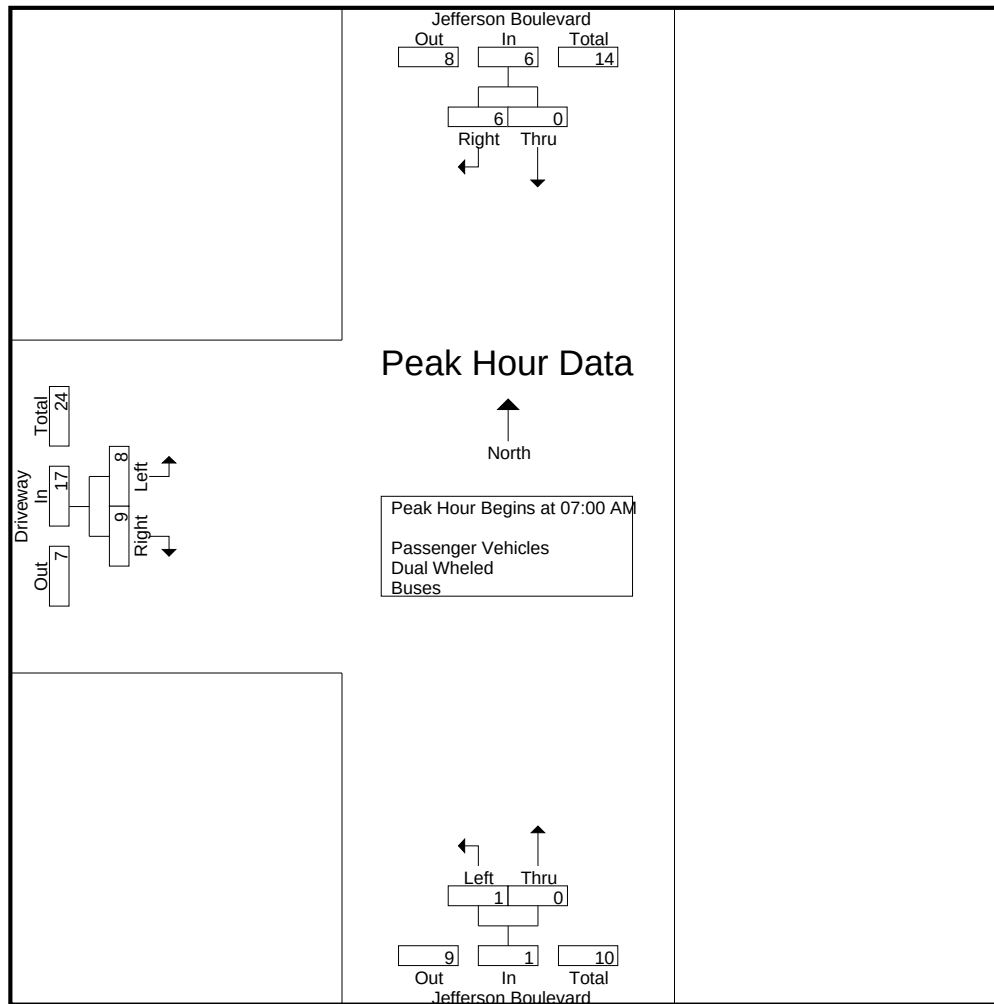
Groups Printed- Passenger Vehicles - Dual Wheled - Buses

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	4	4	8	9
07:15 AM	0	3	3	1	0	1	3	0	3	7
07:30 AM	0	2	2	0	0	0	1	5	6	8
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	6	6	1	0	1	8	9	17	24
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	3	3	1	0	1	1	1	2	6
08:30 AM	0	2	2	0	0	0	2	1	3	5
08:45 AM	0	1	1	0	0	0	1	1	2	3
Total	0	8	8	1	0	1	4	4	8	17
09:00 AM	0	0	0	2	0	2	1	0	1	3
09:15 AM	0	2	2	1	0	1	0	2	2	5
09:30 AM	0	0	0	5	0	5	1	0	1	6
09:45 AM	0	5	5	2	0	2	1	1	2	9
Total	0	7	7	10	0	10	3	3	6	23
Grand Total	0	21	21	12	0	12	15	16	31	64
Apprch %	0	100		100	0		48.4	51.6		
Total %	0	32.8	32.8	18.8	0	18.8	23.4	25	48.4	
Passenger Vehicles	0	13	13	3	0	3	9	7	16	32
% Passenger Vehicles	0	61.9	61.9	25	0	25	60	43.8	51.6	50
Dual Wheled	0	7	7	2	0	2	3	5	8	17
% Dual Wheled	0	33.3	33.3	16.7	0	16.7	20	31.2	25.8	26.6
Buses	0	1	1	7	0	7	3	4	7	15
% Buses	0	4.8	4.8	58.3	0	58.3	20	25	22.6	23.4

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	4	4	8	9
07:15 AM	0	3	3	1	0	1	3	0	3	7
07:30 AM	0	2	2	0	0	0	1	5	6	8
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	6	1	0	1	8	9	17	24
% App. Total	0	100		100	0		47.1	52.9		
PHF	.000	.500	.500	.250	.000	.250	.500	.450	.531	.667

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM			09:00 AM			07:00 AM		
+0 mins.	0	2	2	2	0	2	4	4	8
+15 mins.	0	3	3	1	0	1	3	0	3
+30 mins.	0	2	2	5	0	5	1	5	6
+45 mins.	0	1	1	2	0	2	0	0	0
Total Volume	0	8	8	10	0	10	8	9	17
% App. Total	0	100		100	0		47.1	52.9	
PHF	.000	.667	.667	.500	.000	.500	.500	.450	.531

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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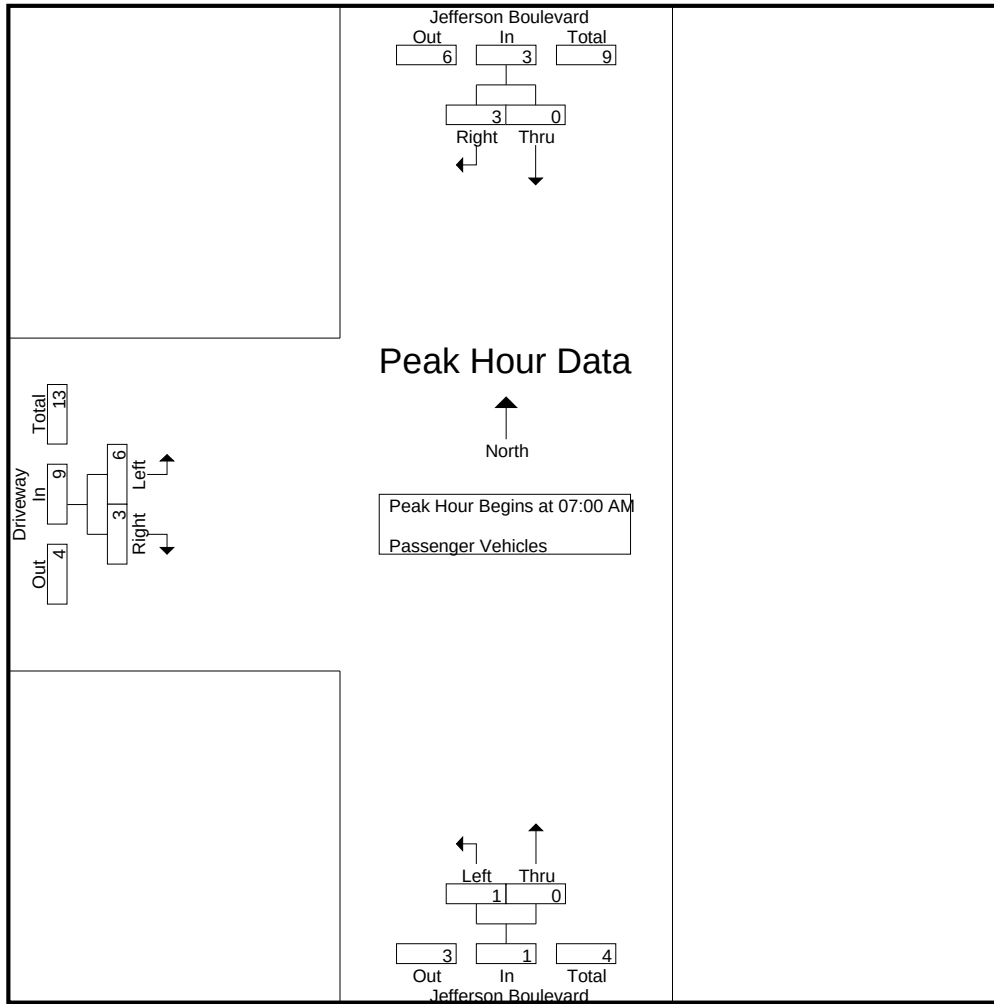
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	2	5	5
07:15 AM	0	2	2	1	0	1	2	0	2	5
07:30 AM	0	1	1	0	0	0	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	1	0	1	6	3	9	13
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	2	2	0	0	0	0	1	1	3
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	1	1	0	0	0	1	1	2	3
Total	0	6	6	0	0	0	2	3	5	11
09:00 AM	0	0	0	0	0	0	1	0	1	1
09:15 AM	0	0	0	0	0	0	0	1	1	1
09:30 AM	0	0	0	1	0	1	0	0	0	1
09:45 AM	0	4	4	1	0	1	0	0	0	5
Total	0	4	4	2	0	2	1	1	2	8
Grand Total	0	13	13	3	0	3	9	7	16	32
Apprch %	0	100		100	0		56.2	43.8		
Total %	0	40.6	40.6	9.4	0	9.4	28.1	21.9	50	

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	3	2	5	5
07:15 AM	0	2	2	1	0	1	2	0	2	5
07:30 AM	0	1	1	0	0	0	1	1	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	1	0	1	6	3	9	13
% App. Total	0	100		100	0		66.7	33.3		
PHF	.000	.375	.375	.250	.000	.250	.500	.375	.450	.650

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	3	2	5
+15 mins.	0	2	2	1	0	1	2	0	2
+30 mins.	0	1	1	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	1	0	1	6	3	9
% App. Total	0	100		100	0		66.7	33.3	
PHF	.000	.375	.375	.250	.000	.250	.500	.375	.450

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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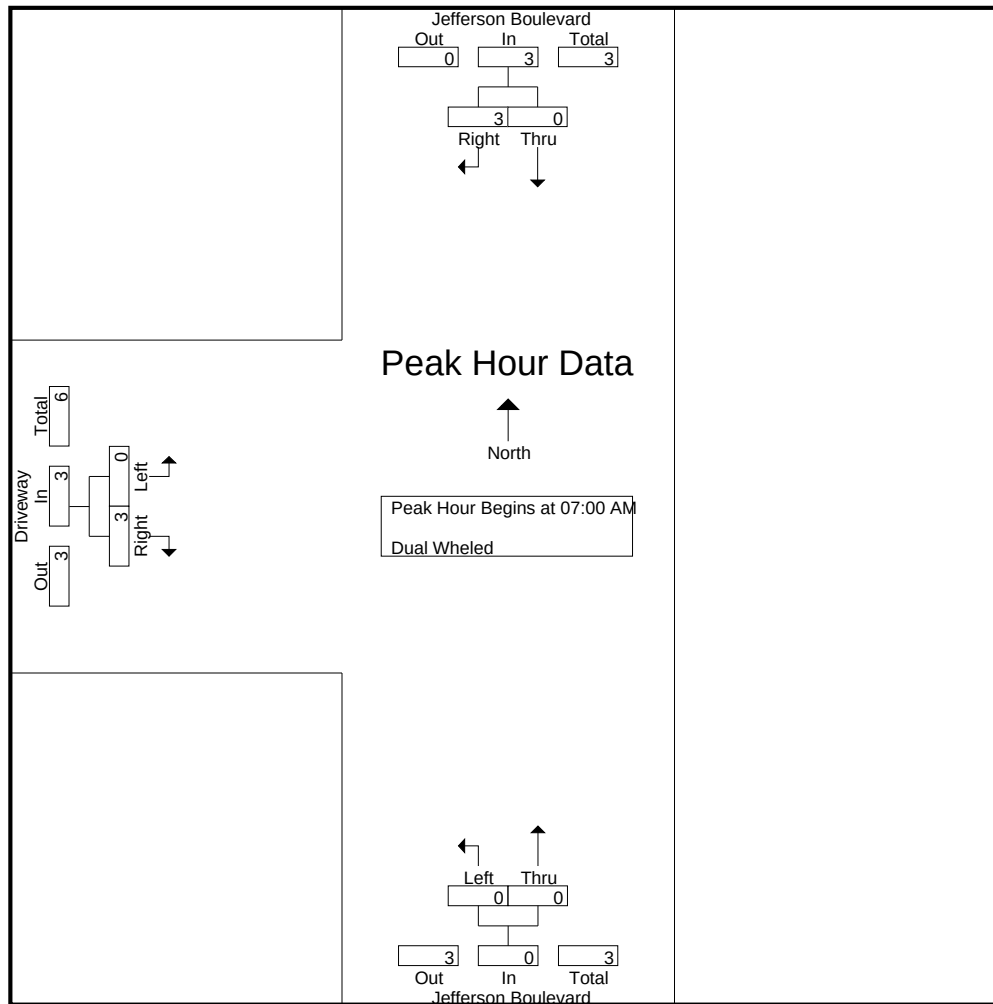
Groups Printed- Dual Wheled

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	0	3	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	0	0	0	0	3	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	1	0	1	0	0	0	2
08:30 AM	0	1	1	0	0	0	1	1	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	1	0	1	1	1	2	5
09:00 AM	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	2	2	0	0	0	0	1	1	3
09:30 AM	0	0	0	1	0	1	1	0	1	2
09:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	1	0	1	2	1	3	6
Grand Total	0	7	7	2	0	2	3	5	8	17
Apprch %	0	100		100	0		37.5	62.5		
Total %	0	41.2	41.2	11.8	0	11.8	17.6	29.4	47.1	

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	0	3	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	0	3	3	6
% App. Total	0	100		0	0		0	100		
PHF	.000	.750	.750	.000	.000	.000	.000	.250	.250	.375

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	1	1	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	0	0	0	3	3
% App. Total	0	100		0	0		0	100	
PHF	.000	.750	.750	.000	.000	.000	.000	.250	.250

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
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Groups Printed- Buses

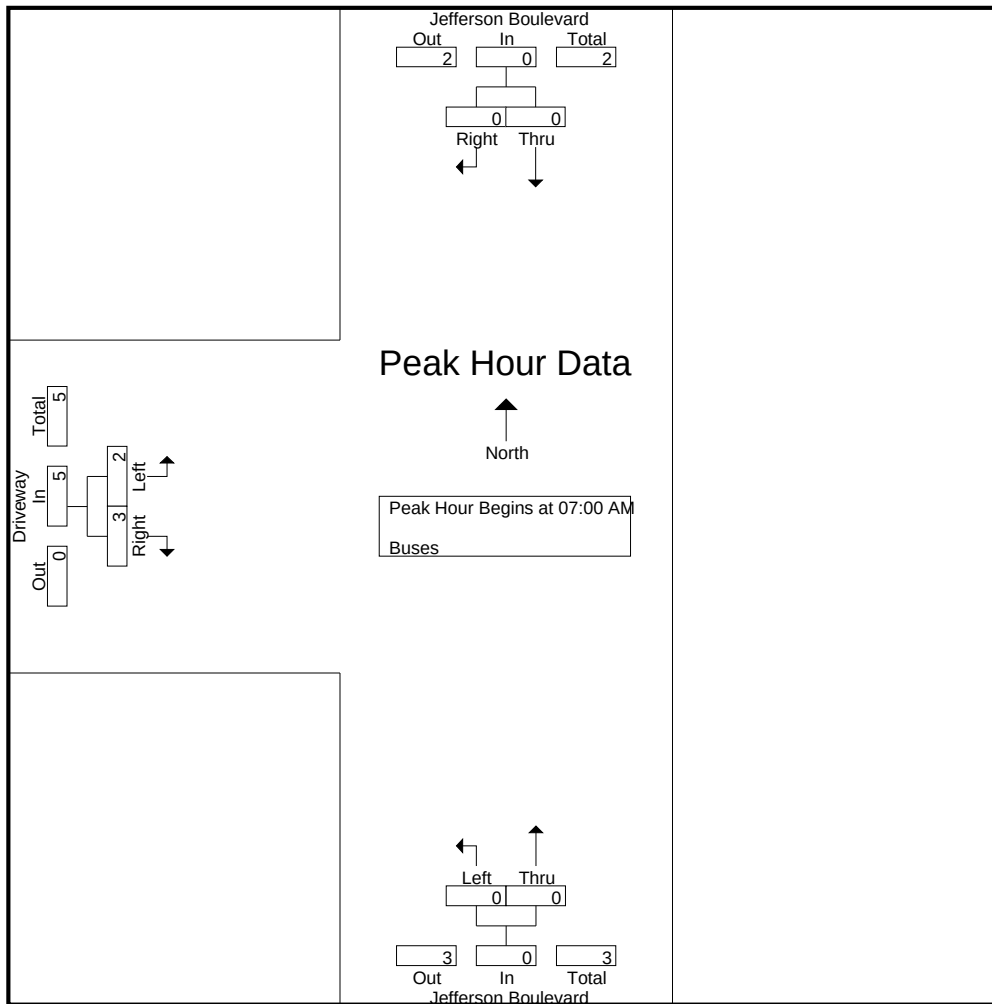
	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	2	3	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	3	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
09:00 AM	0	0	0	2	0	2	0	0	0	2
09:15 AM	0	0	0	1	0	1	0	0	0	1
09:30 AM	0	0	0	3	0	3	0	0	0	3
09:45 AM	0	1	1	1	0	1	0	1	1	3
Total	0	1	1	7	0	7	0	1	1	9
Grand Total	0	1	1	7	0	7	3	4	7	15
Apprch %	0	100		100	0		42.9	57.1		
Total %	0	6.7	6.7	46.7	0	46.7	20	26.7	46.7	

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	2	3	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	3	5	5
% App. Total	0	0		0	0		40	60		
PHF	.000	.000	.000	.000	.000	.000	.500	.375	.417	.417

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00 AM

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWAM
Site Code : 16616129
Start Date : 3/24/2016
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	1	2	3
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	3	5
% App. Total	0	0	0	0	0	0	40	60	
PHF	.000	.000	.000	.000	.000	.000	.500	.375	.417

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
Start Date : 3/24/2016
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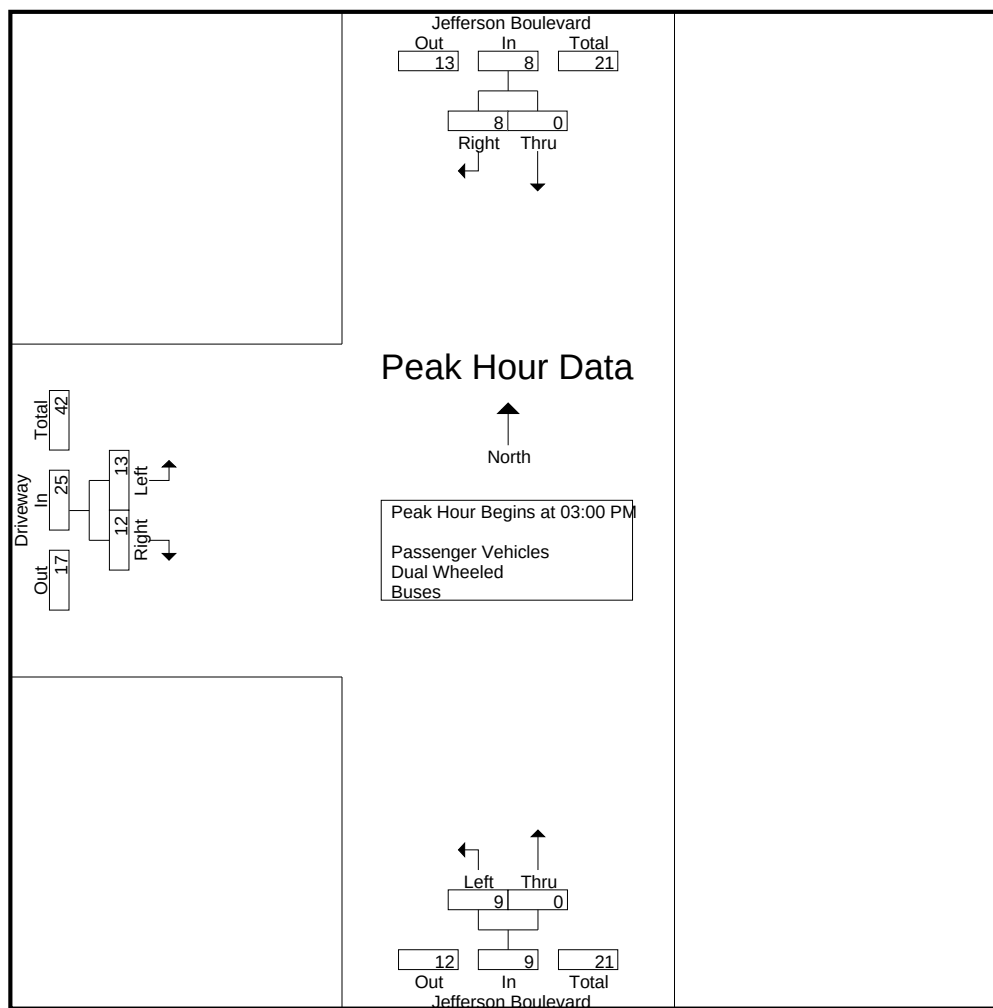
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	3	3	0	0	0	5	6	11	14
03:15 PM	0	2	2	3	0	3	2	5	7	12
03:30 PM	0	1	1	5	0	5	3	0	3	9
03:45 PM	0	2	2	1	0	1	3	1	4	7
Total	0	8	8	9	0	9	13	12	25	42
04:00 PM	0	2	2	2	0	2	0	2	2	6
04:15 PM	0	1	1	2	0	2	0	1	1	4
04:30 PM	0	1	1	2	0	2	0	3	3	6
04:45 PM	0	1	1	1	0	1	1	1	2	4
Total	0	5	5	7	0	7	1	7	8	20
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	14	14	16	0	16	14	20	34	64
Apprch %	0	100		100	0		41.2	58.8		
Total %	0	21.9	21.9	25	0	25	21.9	31.2	53.1	
Passenger Vehicles	0	13	13	10	0	10	10	13	23	46
% Passenger Vehicles	0	92.9	92.9	62.5	0	62.5	71.4	65	67.6	71.9
Dual Wheeled	0	1	1	1	0	1	2	2	4	6
% Dual Wheeled	0	7.1	7.1	6.2	0	6.2	14.3	10	11.8	9.4
Buses	0	0	0	5	0	5	2	5	7	12
% Buses	0	0	0	31.2	0	31.2	14.3	25	20.6	18.8

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	3	3	0	0	0	5	6	11	14
03:15 PM	0	2	2	3	0	3	2	5	7	12
03:30 PM	0	1	1	5	0	5	3	0	3	9
03:45 PM	0	2	2	1	0	1	3	1	4	7
Total Volume	0	8	8	9	0	9	13	12	25	42
% App. Total	0	100		100	0		52	48		
PHF	.000	.667	.667	.450	.000	.450	.650	.500	.568	.750

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM			03:15 PM			03:00 PM		
+0 mins.	0	3	3	3	0	3	5	6	11
+15 mins.	0	2	2	5	0	5	2	5	7
+30 mins.	0	1	1	1	0	1	3	0	3
+45 mins.	0	2	2	2	0	2	3	1	4
Total Volume	0	8	8	11	0	11	13	12	25
% App. Total	0	100		100	0		52	48	
PHF	.000	.667	.667	.550	.000	.550	.650	.500	.568

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
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Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	2	2	0	0	0	3	4	7	9
03:15 PM	0	2	2	2	0	2	2	3	5	9
03:30 PM	0	1	1	4	0	4	1	0	1	6
03:45 PM	0	2	2	1	0	1	3	0	3	6
Total	0	7	7	7	0	7	9	7	16	30
04:00 PM	0	2	2	0	0	0	0	2	2	4
04:15 PM	0	1	1	1	0	1	0	1	1	3
04:30 PM	0	1	1	1	0	1	0	2	2	4
04:45 PM	0	1	1	1	0	1	1	1	2	4
Total	0	5	5	3	0	3	1	6	7	15
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	13	13	10	0	10	10	13	23	46
Apprch %	0	100		100	0		43.5	56.5		
Total %	0	28.3	28.3	21.7	0	21.7	21.7	28.3	50	

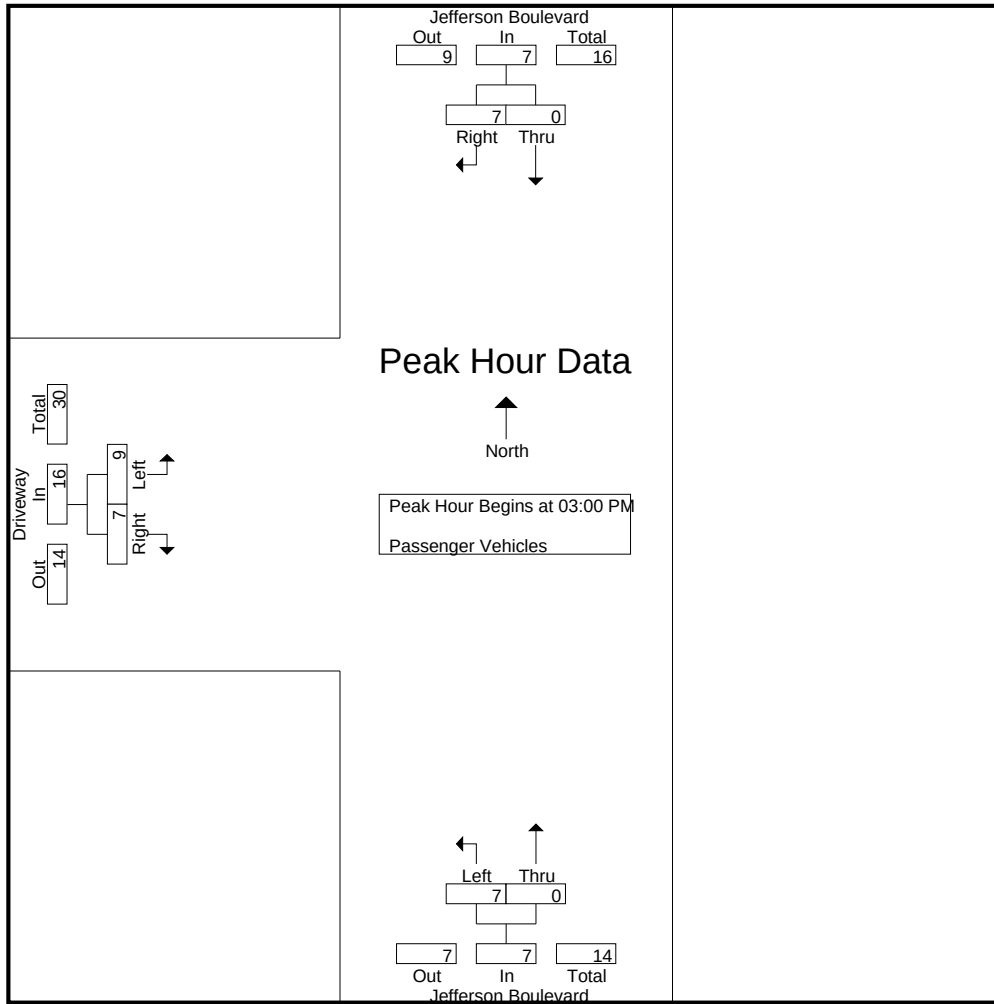
	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	2	2	0	0	0	3	4	7	9
03:15 PM	0	2	2	2	0	2	2	3	5	9
03:30 PM	0	1	1	4	0	4	1	0	1	6
03:45 PM	0	2	2	1	0	1	3	0	3	6
Total Volume	0	7	7	7	0	7	9	7	16	30
% App. Total	0	100		100	0		56.2	43.8		
PHF	.000	.875	.875	.438	.000	.438	.750	.438	.571	.833

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	2	2	0	0	0	3	4	7
+15 mins.	0	2	2	2	0	2	2	3	5
+30 mins.	0	1	1	4	0	4	1	0	1
+45 mins.	0	2	2	1	0	1	3	0	3
Total Volume	0	7	7	7	0	7	9	7	16
% App. Total	0	100		100	0		56.2	43.8	
PHF	.000	.875	.875	.438	.000	.438	.750	.438	.571

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
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Groups Printed- Dual Wheeled

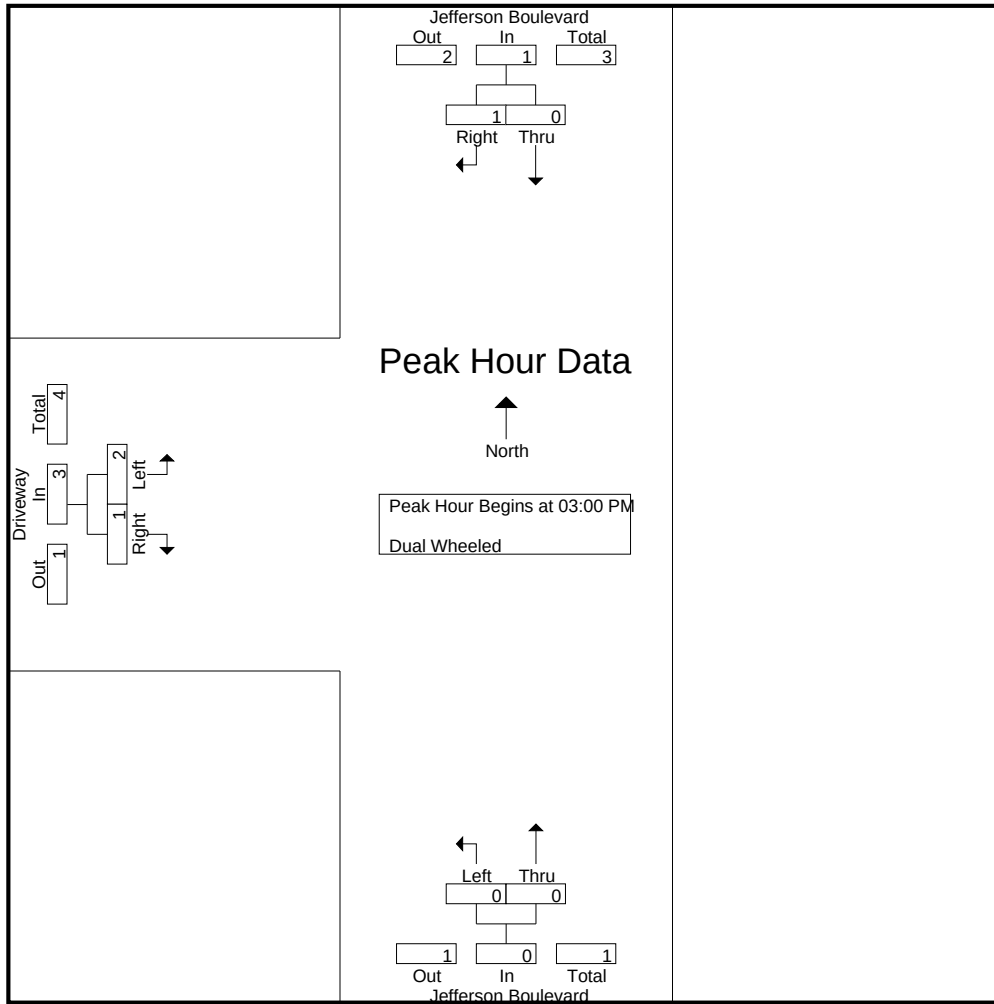
	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	1	1	0	0	0	1	1	2	3
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	1	3	4
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	1	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	2	2	4	6
Apprch %	0	100		100	0		50	50		
Total %	0	16.7	16.7	16.7	0	16.7	33.3	33.3	66.7	

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	1	1	0	0	0	1	1	2	3
03:15 PM	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	2	1	3	4
% App. Total	0	100		0	0		66.7	33.3		
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.375	.333

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	1	1	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	2	1	3
% App. Total	0	100		0	0		66.7	33.3	
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.375

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
Site Code : 16616129
Start Date : 3/24/2016
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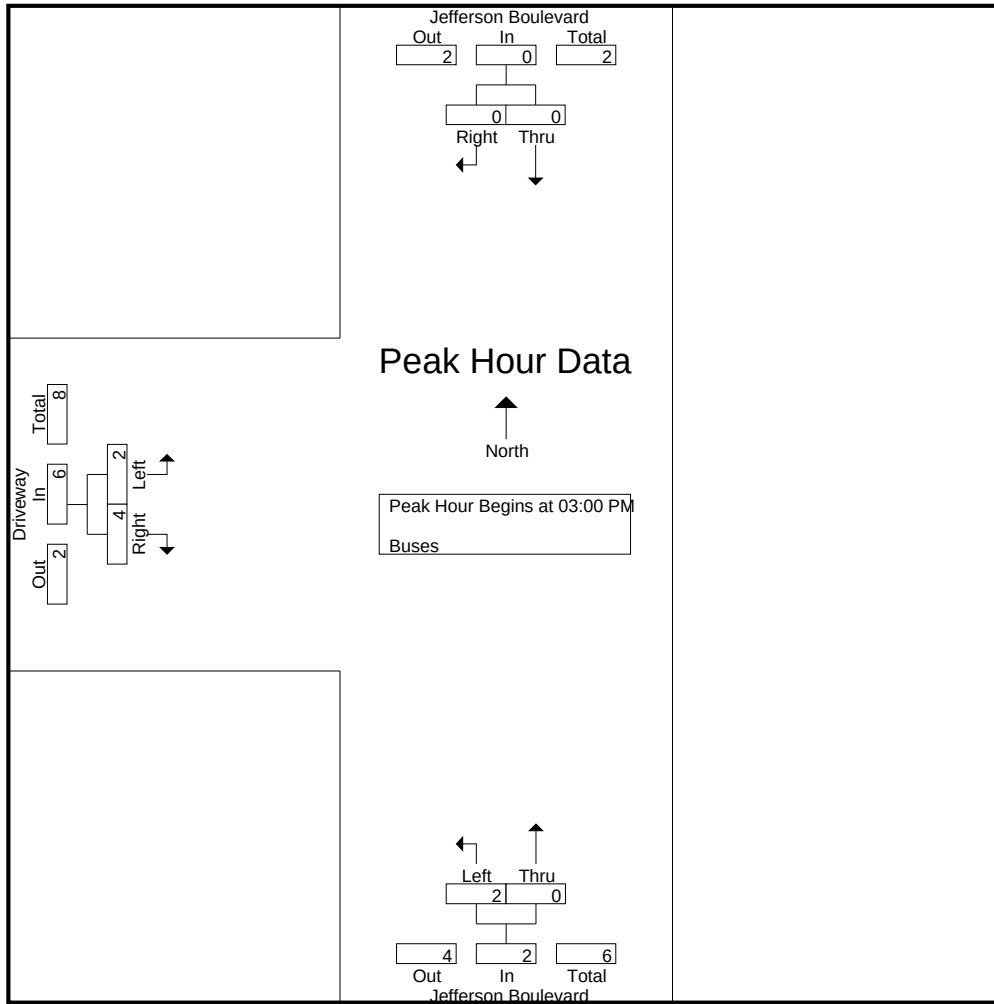
Groups Printed- Buses

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	1	1	2	2
03:15 PM	0	0	0	1	0	1	0	2	2	3
03:30 PM	0	0	0	1	0	1	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	2	4	6	8
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	5	0	5	2	5	7	12
Apprch %	0	0		100	0		28.6	71.4		
Total %	0	0		41.7	0	41.7	16.7	41.7	58.3	

	Jefferson Boulevard Southbound			Jefferson Boulevard Northbound			Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	0	0	0	0	0	1	1	2	2
03:15 PM	0	0	0	1	0	1	0	2	2	3
03:30 PM	0	0	0	1	0	1	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	2	0	2	2	4	6	8
% App. Total	0	0		100	0		33.3	66.7		
PHF	.000	.000	.000	.500	.000	.500	.500	.500	.750	.667

City of Culver City
N/S: Jefferson Boulevard
E/W: Bus Driveway
Weather: Clear

File Name : CVCJEDWPM
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	0	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	1	0	1	0	2	2
+30 mins.	0	0	0	1	0	1	1	0	1
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	2	0	2	2	4	6
% App. Total	0	0	0	100	0	33.3	66.7		
PHF	.000	.000	.000	.500	.000	.500	.500	.500	.750

Culver City
N/S: Jefferson Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCJEDUAM
Site Code : 16616129
Start Date : 3/1/2016
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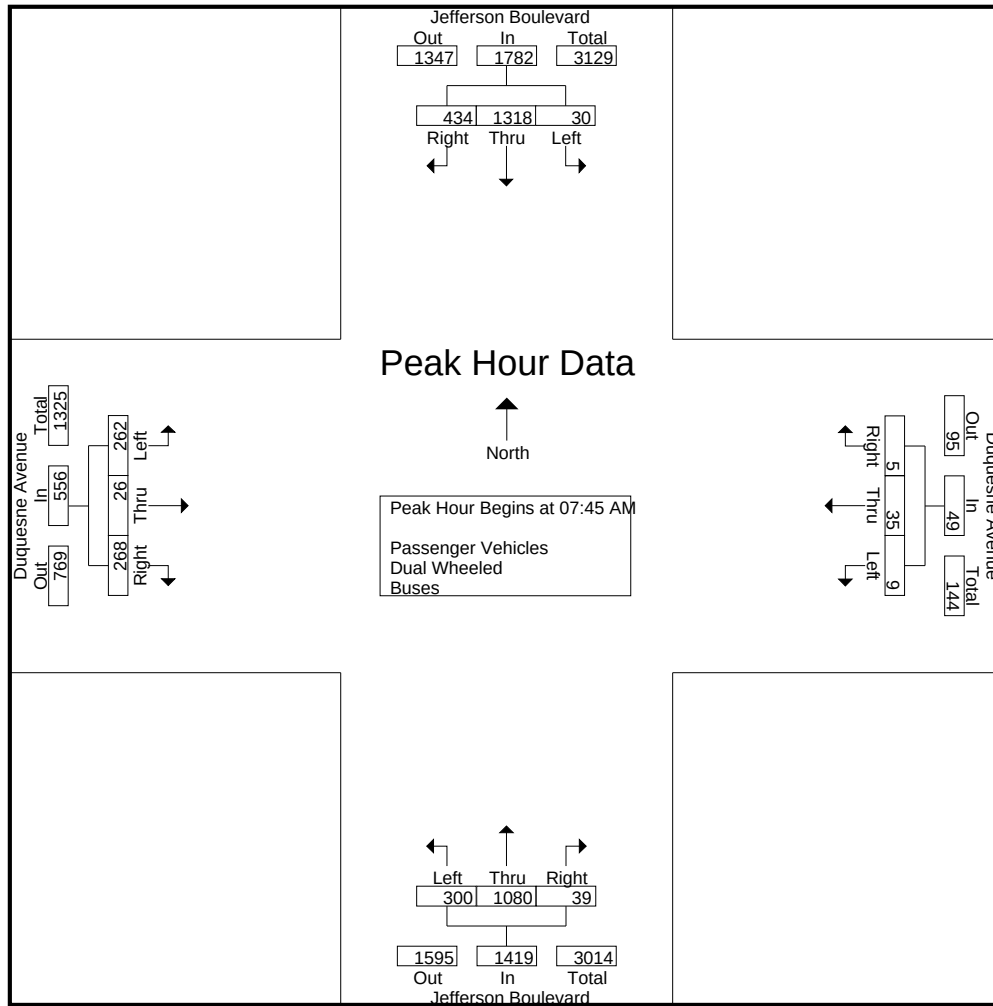
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	231	107	343	1	0	1	2	40	197	0	237	26	9	38	73	655
07:15 AM	5	273	106	384	0	3	0	3	75	249	4	328	41	14	45	100	815
07:30 AM	0	317	121	438	1	6	0	7	74	241	3	318	58	1	43	102	865
07:45 AM	4	344	87	435	3	5	1	9	85	228	10	323	62	7	73	142	909
Total	14	1165	421	1600	5	14	2	21	274	915	17	1206	187	31	199	417	3244
08:00 AM	12	340	120	472	4	12	1	17	79	264	9	352	71	10	60	141	982
08:15 AM	4	328	106	438	0	9	3	12	86	289	8	383	67	7	71	145	978
08:30 AM	10	306	121	437	2	9	0	11	50	299	12	361	62	2	64	128	937
08:45 AM	7	260	100	367	4	9	4	17	71	289	5	365	64	6	70	140	889
Total	33	1234	447	1714	10	39	8	57	286	1141	34	1461	264	25	265	554	3786
09:00 AM	3	351	96	450	5	6	4	15	82	249	4	335	61	8	67	136	936
09:15 AM	8	333	86	427	1	4	5	10	64	222	3	289	56	13	69	138	864
09:30 AM	6	312	90	408	5	4	7	16	57	222	4	283	54	7	50	111	818
09:45 AM	6	243	116	365	8	4	10	22	57	179	1	237	52	5	43	100	724
Total	23	1239	388	1650	19	18	26	63	260	872	12	1144	223	33	229	485	3342
Grand Total	70	3638	1256	4964	34	71	36	141	820	2928	63	3811	674	89	693	1456	10372
Apprch %	1.4	73.3	25.3		24.1	50.4	25.5		21.5	76.8	1.7		46.3	6.1	47.6		
Total %	0.7	35.1	12.1	47.9	0.3	0.7	0.3	1.4	7.9	28.2	0.6	36.7	6.5	0.9	6.7	14	
Passenger Vehicles	69	3506	1207	4782	33	70	33	136	802	2867	63	3732	652	89	668	1409	10059
% Passenger Vehicles	98.6	96.4	96.1	96.3	97.1	98.6	91.7	96.5	97.8	97.9	100	97.9	96.7	100	96.4	96.8	97
Dual Wheeled	1	117	41	159	1	1	3	5	17	51	0	68	18	0	24	42	274
% Dual Wheeled	1.4	3.2	3.3	3.2	2.9	1.4	8.3	3.5	2.1	1.7	0	1.8	2.7	0	3.5	2.9	2.6
Buses	0	15	8	23	0	0	0	0	1	10	0	11	4	0	1	5	39
% Buses	0	0.4	0.6	0.5	0	0	0	0	0.1	0.3	0	0.3	0.6	0	0.1	0.3	0.4

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	344	87	435	3	5	1	9	85	228	10	323	62	7	73	142	909
08:00 AM	12	340	120	472	4	12	1	17	79	264	9	352	71	10	60	141	982
08:15 AM	4	328	106	438	0	9	3	12	86	289	8	383	67	7	71	145	978
08:30 AM	10	306	121	437	2	9	0	11	50	299	12	361	62	2	64	128	937
Total Volume	30	1318	434	1782	9	35	5	49	300	1080	39	1419	262	26	268	556	3806
% App. Total	1.7	74	24.4		18.4	71.4	10.2		21.1	76.1	2.7		47.1	4.7	48.2		
PHF	.625	.958	.897	.944	.563	.729	.417	.721	.872	.903	.813	.926	.923	.650	.918	.959	.969

Culver City
N/S: Jefferson Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCJEDUAM
Site Code : 16616129
Start Date : 3/1/2016
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				09:00 AM				08:00 AM				07:45 AM			
+0 mins.	0	317	121	438	5	6	4	15	79	264	9	352	62	7	73	142
+15 mins.	4	344	87	435	1	4	5	10	86	289	8	383	71	10	60	141
+30 mins.	12	340	120	472	5	4	7	16	50	299	12	361	67	7	71	145
+45 mins.	4	328	106	438	8	4	10	22	71	289	5	365	62	2	64	128
Total Volume	20	1329	434	1783	19	18	26	63	286	1141	34	1461	262	26	268	556
% App. Total	1.1	74.5	24.3		30.2	28.6	41.3		19.6	78.1	2.3		47.1	4.7	48.2	
PHF	.417	.966	.897	.944	.594	.750	.650	.716	.831	.954	.708	.954	.923	.650	.918	.959

Culver City
N/S: Jefferson Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCJEDUAM
Site Code : 16616129
Start Date : 3/1/2016
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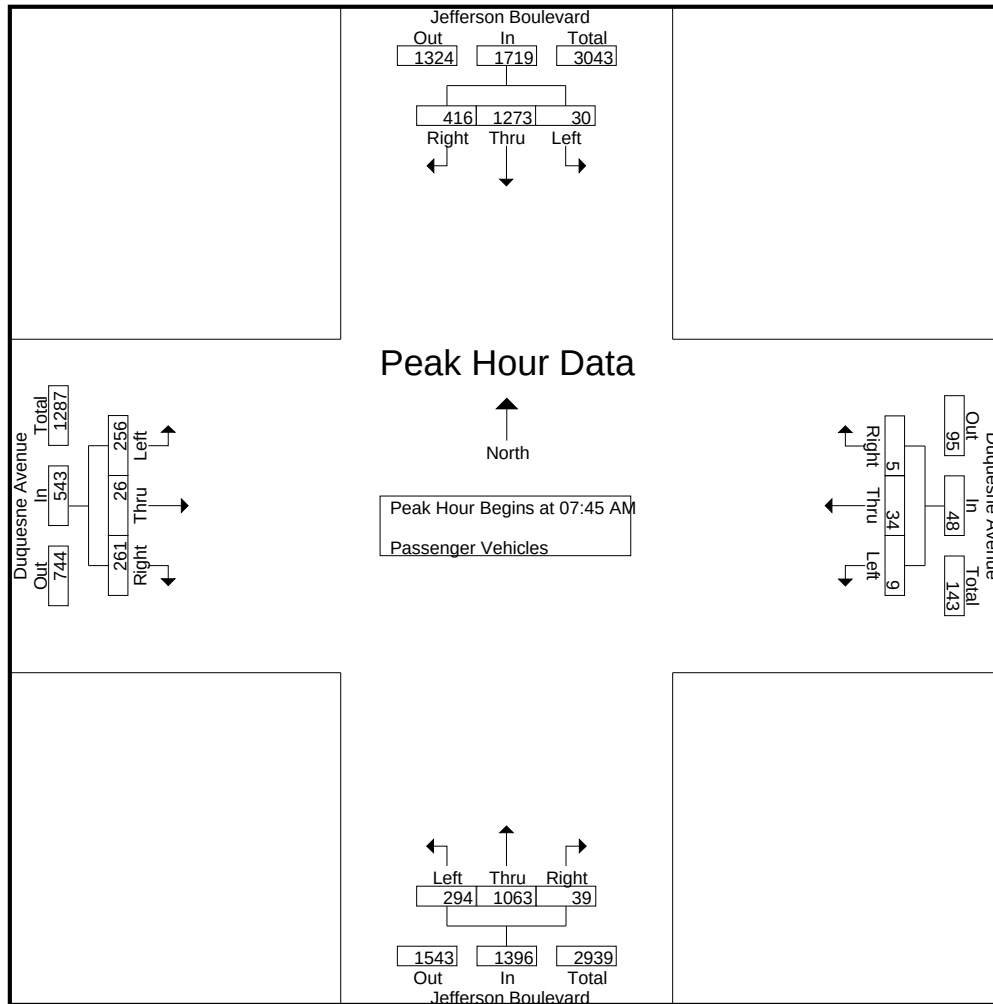
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	221	105	331	1	0	0	1	40	192	0	232	26	9	36	71	635
07:15 AM	5	264	102	371	0	3	0	3	72	241	4	317	41	14	43	98	789
07:30 AM	0	306	119	425	1	6	0	7	72	235	3	310	56	1	43	100	842
07:45 AM	4	330	84	418	3	5	1	9	83	226	10	319	62	7	72	141	887
Total	14	1121	410	1545	5	14	1	20	267	894	17	1178	185	31	194	410	3153
08:00 AM	12	329	117	458	4	12	1	17	78	261	9	348	67	10	60	137	960
08:15 AM	4	319	101	424	0	9	3	12	84	283	8	375	67	7	69	143	954
08:30 AM	10	295	114	419	2	8	0	10	49	293	12	354	60	2	60	122	905
08:45 AM	7	254	95	356	3	9	4	16	69	285	5	359	62	6	66	134	865
Total	33	1197	427	1657	9	38	8	55	280	1122	34	1436	256	25	255	536	3684
09:00 AM	3	342	93	438	5	6	4	15	81	246	4	331	58	8	65	131	915
09:15 AM	7	322	84	413	1	4	5	10	63	212	3	278	53	13	66	132	833
09:30 AM	6	296	84	386	5	4	6	15	57	217	4	278	50	7	49	106	785
09:45 AM	6	228	109	343	8	4	9	21	54	176	1	231	50	5	39	94	689
Total	22	1188	370	1580	19	18	24	61	255	851	12	1118	211	33	219	463	3222
Grand Total	69	3506	1207	4782	33	70	33	136	802	2867	63	3732	652	89	668	1409	10059
Apprch %	1.4	73.3	25.2		24.3	51.5	24.3		21.5	76.8	1.7		46.3	6.3	47.4		
Total %	0.7	34.9	12	47.5	0.3	0.7	0.3	1.4	8	28.5	0.6	37.1	6.5	0.9	6.6	14	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	330	84	418	3	5	1	9	83	226	10	319	62	7	72	141	887
08:00 AM	12	329	117	458	4	12	1	17	78	261	9	348	67	10	60	137	960
08:15 AM	4	319	101	424	0	9	3	12	84	283	8	375	67	7	69	143	954
08:30 AM	10	295	114	419	2	8	0	10	49	293	12	354	60	2	60	122	905
Total Volume	30	1273	416	1719	9	34	5	48	294	1063	39	1396	256	26	261	543	3706
% App. Total	1.7	74.1	24.2		18.8	70.8	10.4		21.1	76.1	2.8		47.1	4.8	48.1		
PHF	.625	.964	.889	.938	.563	.708	.417	.706	.875	.907	.813	.931	.955	.650	.906	.949	.965

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	4	330	84	418	3	5	1	9	83	226	10	319	62	7	72	141
+15 mins.	12	329	117	458	4	12	1	17	78	261	9	348	67	10	60	137
+30 mins.	4	319	101	424	0	9	3	12	84	283	8	375	67	7	69	143
+45 mins.	10	295	114	419	2	8	0	10	49	293	12	354	60	2	60	122
Total Volume	30	1273	416	1719	9	34	5	48	294	1063	39	1396	256	26	261	543
% App. Total	1.7	74.1	24.2		18.8	70.8	10.4		21.1	76.1	2.8		47.1	4.8	48.1	
PHF	.625	.964	.889	.938	.563	.708	.417	.706	.875	.907	.813	.931	.955	.650	.906	.949

Culver City
N/S: Jefferson Boulevard
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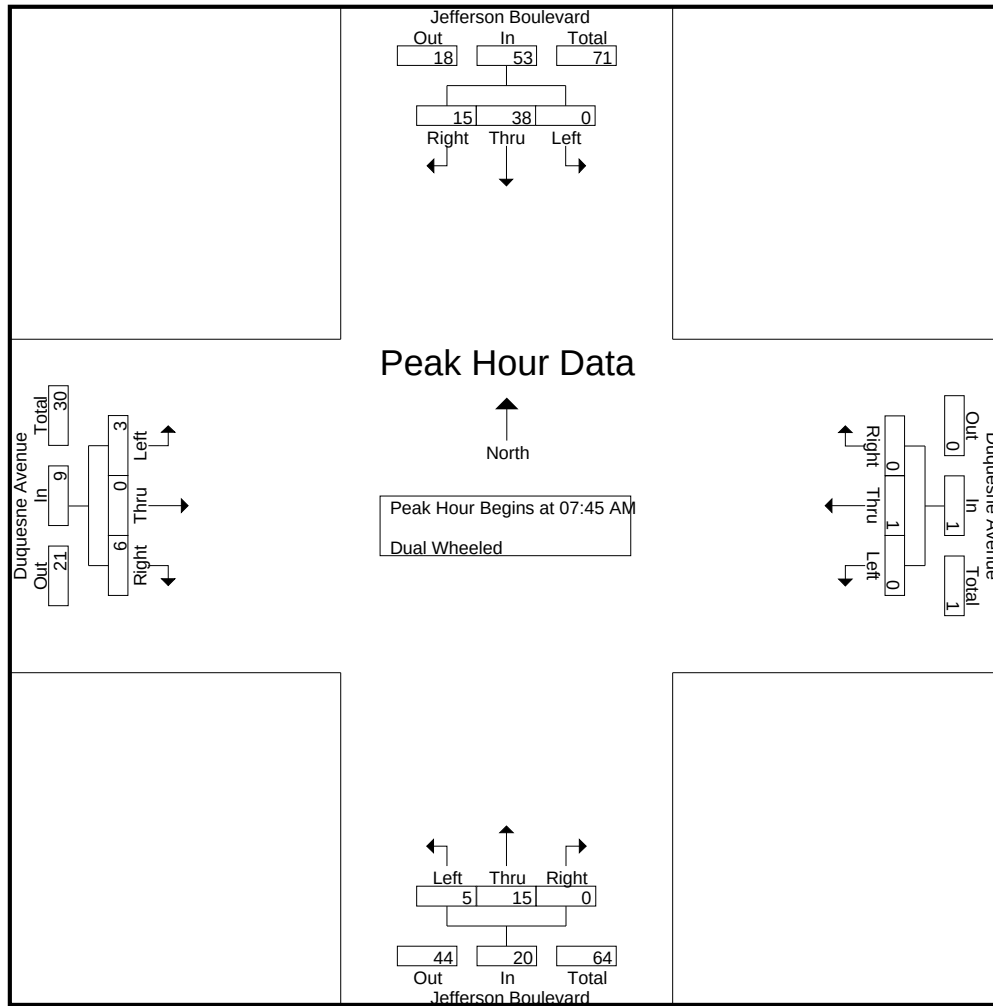
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	2	10	0	0	1	1	0	4	0	4	0	0	2	2	17
07:15 AM	0	9	2	11	0	0	0	0	3	6	0	9	0	0	2	2	22
07:30 AM	0	8	1	9	0	0	0	0	2	5	0	7	2	0	0	2	18
07:45 AM	0	13	3	16	0	0	0	0	2	2	0	4	0	0	1	1	21
Total	0	38	8	46	0	0	1	1	7	17	0	24	2	0	5	7	78
08:00 AM	0	8	1	9	0	0	0	0	1	3	0	4	1	0	0	1	14
08:15 AM	0	8	4	12	0	0	0	0	1	4	0	5	0	0	2	2	19
08:30 AM	0	9	7	16	0	1	0	1	1	6	0	7	2	0	3	5	29
08:45 AM	0	5	5	10	1	0	0	1	2	2	0	4	1	0	4	5	20
Total	0	30	17	47	1	1	0	2	5	15	0	20	4	0	9	13	82
09:00 AM	0	9	3	12	0	0	0	0	1	3	0	4	3	0	2	5	21
09:15 AM	1	11	2	14	0	0	0	0	1	9	0	10	3	0	3	6	30
09:30 AM	0	15	6	21	0	0	1	1	0	4	0	4	4	0	1	5	31
09:45 AM	0	14	5	19	0	0	1	1	3	3	0	6	2	0	4	6	32
Total	1	49	16	66	0	0	2	2	5	19	0	24	12	0	10	22	114
Grand Total	1	117	41	159	1	1	3	5	17	51	0	68	18	0	24	42	274
Apprch %	0.6	73.6	25.8		20	20	60		25	75	0		42.9	0	57.1		
Total %	0.4	42.7	15	58	0.4	0.4	1.1	1.8	6.2	18.6	0	24.8	6.6	0	8.8	15.3	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	13	3	16	0	0	0	0	2	2	0	4	0	0	1	1	21
08:00 AM	0	8	1	9	0	0	0	0	1	3	0	4	1	0	0	1	14
08:15 AM	0	8	4	12	0	0	0	0	1	4	0	5	0	0	2	2	19
08:30 AM	0	9	7	16	0	1	0	1	1	6	0	7	2	0	3	5	29
Total Volume	0	38	15	53	0	1	0	1	5	15	0	20	3	0	6	9	83
% App. Total	0	71.7	28.3		0	100	0		25	75	0		33.3	0	66.7		
PHF	.000	.731	.536	.828	.000	.250	.000	.250	.625	.625	.000	.714	.375	.000	.500	.450	.716

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	13	3	16	0	0	0	0	2	2	0	4	0	0	1	1
+15 mins.	0	8	1	9	0	0	0	0	1	3	0	4	1	0	0	1
+30 mins.	0	8	4	12	0	0	0	0	1	4	0	5	0	0	2	2
+45 mins.	0	9	7	16	0	1	0	1	1	6	0	7	2	0	3	5
Total Volume	0	38	15	53	0	1	0	1	5	15	0	20	3	0	6	9
% App. Total	0	71.7	28.3		0	100	0		25	75	0		33.3	0	66.7	
PHF	.000	.731	.536	.828	.000	.250	.000	.250	.625	.625	.000	.714	.375	.000	.500	.450

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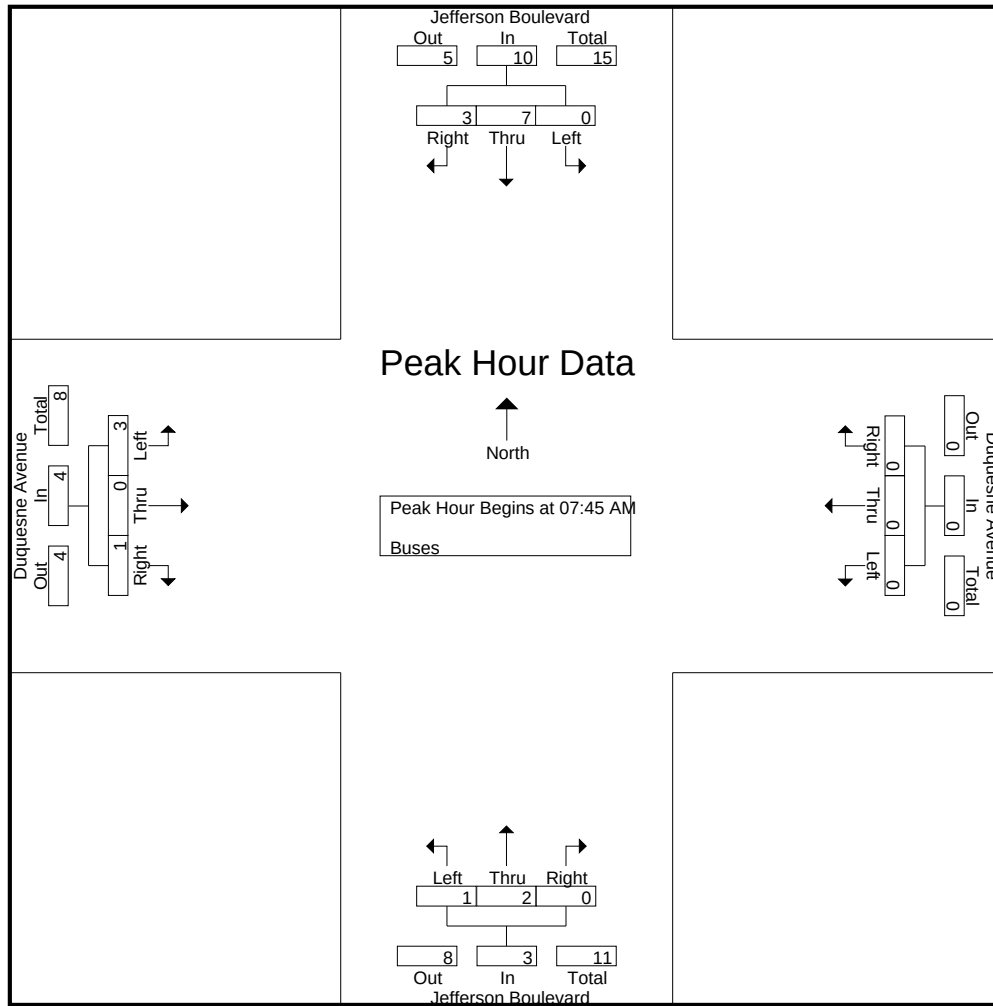
Groups Printed- Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
07:15 AM	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:30 AM	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	3	9	0	0	0	0	0	4	0	4	0	0	0	0	13
08:00 AM	0	3	2	5	0	0	0	0	0	0	0	0	3	0	0	3	8
08:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
Total	0	7	3	10	0	0	0	0	1	4	0	5	4	0	1	5	20
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
09:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
09:45 AM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	2	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Grand Total	0	15	8	23	0	0	0	0	1	10	0	11	4	0	1	5	39
Apprch %	0	65.2	34.8		0	0	0		9.1	90.9	0		80	0	20		
Total %	0	38.5	20.5	59	0	0	0	0	2.6	25.6	0	28.2	10.3	0	2.6	12.8	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	3	2	5	0	0	0	0	0	0	0	0	3	0	0	3	8
08:15 AM	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0	5
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
Total Volume	0	7	3	10	0	0	0	0	1	2	0	3	3	0	1	4	17
% App. Total	0	70	30		0	0	0		33.3	66.7	0		75	0	25		
PHF	.000	.583	.375	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.250	.333	.531

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	3	2	5	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	1	1	2	0	0	0	0	1	2	0	3	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	7	3	10	0	0	0	0	1	2	0	3	3	0	1	4
% App. Total	0	70	30		0	0	0	0	33.3	66.7	0		75	0	25	
PHF	.000	.583	.375	.500	.000	.000	.000	.000	.250	.250	.000	.250	.250	.000	.250	.333

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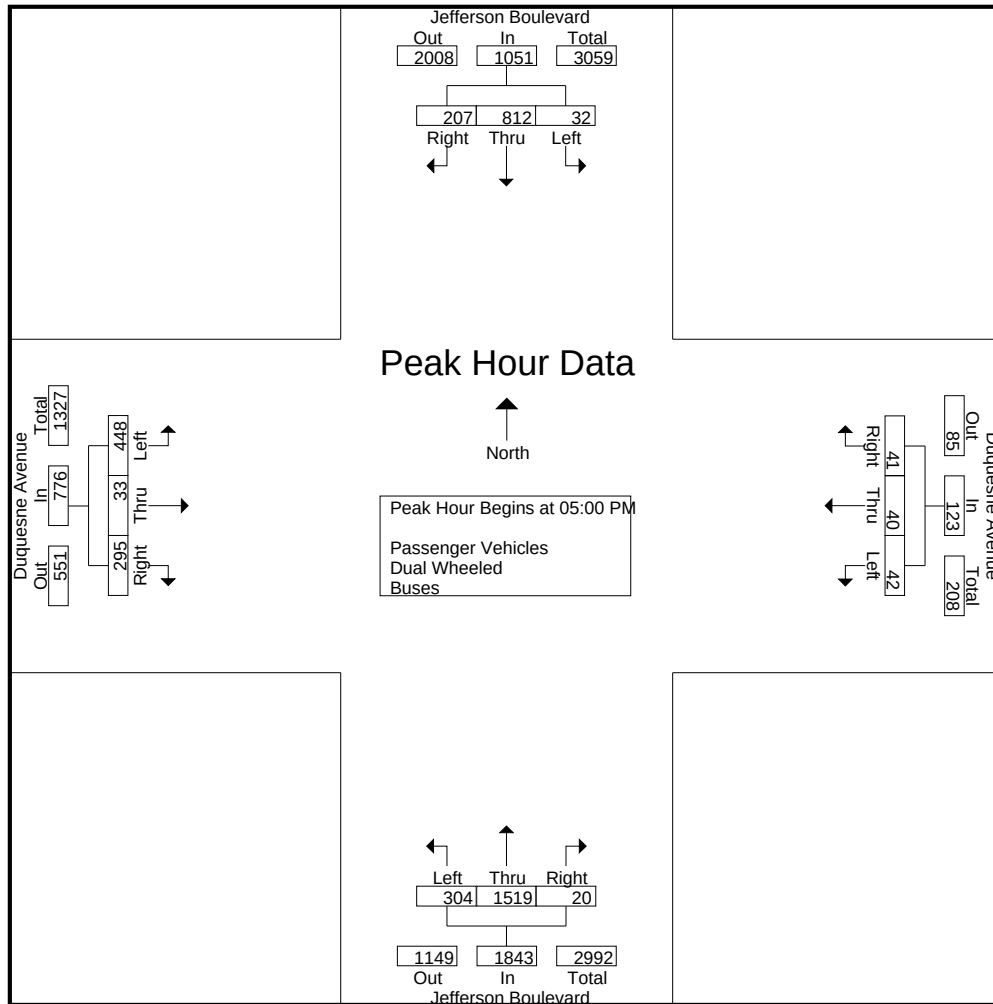
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	9	188	71	268	7	9	10	26	71	302	2	375	87	7	68	162	831
03:15 PM	6	152	65	223	2	11	21	34	64	309	7	380	100	5	67	172	809
03:30 PM	5	168	45	218	2	3	7	12	65	323	2	390	116	2	75	193	813
03:45 PM	5	163	45	213	3	1	4	8	80	308	7	395	117	4	65	186	802
Total	25	671	226	922	14	24	42	80	280	1242	18	1540	420	18	275	713	3255
04:00 PM	5	170	54	229	9	6	9	24	71	284	2	357	116	9	76	201	811
04:15 PM	2	170	56	228	4	6	6	16	49	347	5	401	111	8	75	194	839
04:30 PM	10	179	64	253	9	7	6	22	65	364	2	431	109	10	65	184	890
04:45 PM	6	182	48	236	8	5	5	18	68	334	2	404	112	10	66	188	846
Total	23	701	222	946	30	24	26	80	253	1329	11	1593	448	37	282	767	3386
05:00 PM	12	199	51	262	4	9	9	22	74	359	4	437	108	4	70	182	903
05:15 PM	6	200	58	264	9	4	9	22	78	402	6	486	121	9	77	207	979
05:30 PM	7	205	46	258	15	14	15	44	75	372	7	454	100	13	81	194	950
05:45 PM	7	208	52	267	14	13	8	35	77	386	3	466	119	7	67	193	961
Total	32	812	207	1051	42	40	41	123	304	1519	20	1843	448	33	295	776	3793
Grand Total	80	2184	655	2919	86	88	109	283	837	4090	49	4976	1316	88	852	2256	10434
Apprch %	2.7	74.8	22.4		30.4	31.1	38.5		16.8	82.2	1		58.3	3.9	37.8		
Total %	0.8	20.9	6.3	28	0.8	0.8	1	2.7	8	39.2	0.5	47.7	12.6	0.8	8.2	21.6	
Passenger Vehicles	79	2131	644	2854	85	86	108	279	830	4034	49	4913	1301	88	834	2223	10269
% Passenger Vehicles	98.8	97.6	98.3	97.8	98.8	97.7	99.1	98.6	99.2	98.6	100	98.7	98.9	100	97.9	98.5	98.4
Dual Wheeled	1	41	11	53	1	2	1	4	7	49	0	56	14	0	18	32	145
% Dual Wheeled	1.2	1.9	1.7	1.8	1.2	2.3	0.9	1.4	0.8	1.2	0	1.1	1.1	0	2.1	1.4	1.4
Buses	0	12	0	12	0	0	0	0	0	7	0	7	1	0	0	1	20
% Buses	0	0.5	0	0.4	0	0	0	0	0	0.2	0	0.1	0.1	0	0	0	0.2

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	199	51	262	4	9	9	22	74	359	4	437	108	4	70	182	903
05:15 PM	6	200	58	264	9	4	9	22	78	402	6	486	121	9	77	207	979
05:30 PM	7	205	46	258	15	14	15	44	75	372	7	454	100	13	81	194	950
05:45 PM	7	208	52	267	14	13	8	35	77	386	3	466	119	7	67	193	961
Total Volume	32	812	207	1051	42	40	41	123	304	1519	20	1843	448	33	295	776	3793
% App. Total	3	77.3	19.7		34.1	32.5	33.3		16.5	82.4	1.1		57.7	4.3	38		
PHF	.667	.976	.892	.984	.700	.714	.683	.699	.974	.945	.714	.948	.926	.635	.910	.937	.969

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	199	51	262	4	9	9	22	74	359	4	437	108	4	70	182
+15 mins.	6	200	58	264	9	4	9	22	78	402	6	486	121	9	77	207
+30 mins.	7	205	46	258	15	14	15	44	75	372	7	454	100	13	81	194
+45 mins.	7	208	52	267	14	13	8	35	77	386	3	466	119	7	67	193
Total Volume	32	812	207	1051	42	40	41	123	304	1519	20	1843	448	33	295	776
% App. Total	3	77.3	19.7		34.1	32.5	33.3		16.5	82.4	1.1		57.7	4.3	38	
PHF	.667	.976	.892	.984	.700	.714	.683	.699	.974	.945	.714	.948	.926	.635	.910	.937

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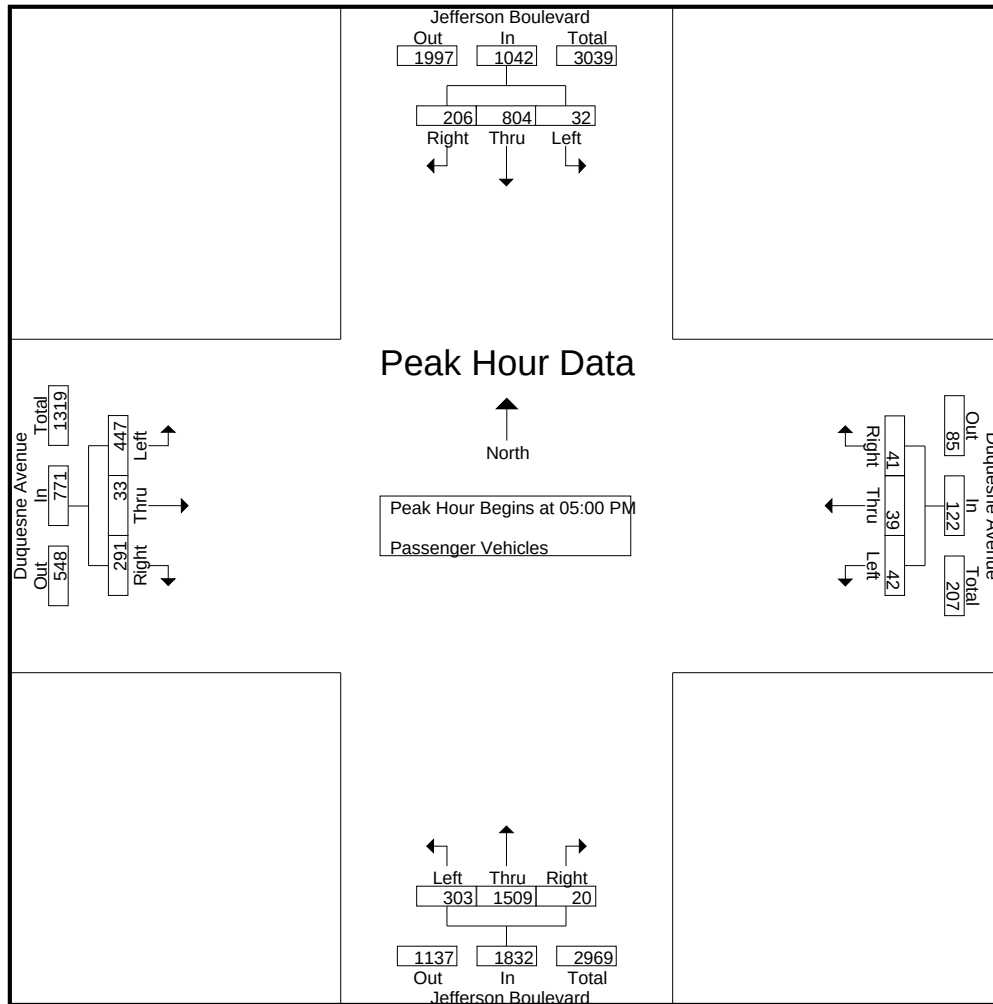
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	8	179	70	257	7	8	10	25	70	292	2	364	86	7	64	157	803
03:15 PM	6	143	64	213	2	11	20	33	62	302	7	371	98	5	66	169	786
03:30 PM	5	165	42	212	2	3	7	12	64	315	2	381	115	2	72	189	794
03:45 PM	5	161	43	209	3	1	4	8	80	304	7	391	111	4	63	178	786
Total	24	648	219	891	14	23	41	78	276	1213	18	1507	410	18	265	693	3169
04:00 PM	5	165	53	223	8	6	9	23	69	278	2	349	114	9	76	199	794
04:15 PM	2	166	54	222	4	6	6	16	49	341	5	395	110	8	74	192	825
04:30 PM	10	172	64	246	9	7	6	22	65	359	2	426	108	10	65	183	877
04:45 PM	6	176	48	230	8	5	5	18	68	334	2	404	112	10	63	185	837
Total	23	679	219	921	29	24	26	79	251	1312	11	1574	444	37	278	759	3333
05:00 PM	12	198	51	261	4	9	9	22	73	353	4	430	108	4	69	181	894
05:15 PM	6	196	58	260	9	4	9	22	78	402	6	486	121	9	74	204	972
05:30 PM	7	203	45	255	15	13	15	43	75	370	7	452	99	13	81	193	943
05:45 PM	7	207	52	266	14	13	8	35	77	384	3	464	119	7	67	193	958
Total	32	804	206	1042	42	39	41	122	303	1509	20	1832	447	33	291	771	3767
Grand Total	79	2131	644	2854	85	86	108	279	830	4034	49	4913	1301	88	834	2223	10269
Apprch %	2.8	74.7	22.6		30.5	30.8	38.7		16.9	82.1	1		58.5	4	37.5		
Total %	0.8	20.8	6.3	27.8	0.8	0.8	1.1	2.7	8.1	39.3	0.5	47.8	12.7	0.9	8.1	21.6	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	198	51	261	4	9	9	22	73	353	4	430	108	4	69	181	894
05:15 PM	6	196	58	260	9	4	9	22	78	402	6	486	121	9	74	204	972
05:30 PM	7	203	45	255	15	13	15	43	75	370	7	452	99	13	81	193	943
05:45 PM	7	207	52	266	14	13	8	35	77	384	3	464	119	7	67	193	958
Total Volume	32	804	206	1042	42	39	41	122	303	1509	20	1832	447	33	291	771	3767
% App. Total	3.1	77.2	19.8		34.4	32	33.6		16.5	82.4	1.1		58	4.3	37.7		
PHF	.667	.971	.888	.979	.700	.750	.683	.709	.971	.938	.714	.942	.924	.635	.898	.945	.969

Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	198	51	261	4	9	9	22	73	353	4	430	108	4	69	181
+15 mins.	6	196	58	260	9	4	9	22	78	402	6	486	121	9	74	204
+30 mins.	7	203	45	255	15	13	15	43	75	370	7	452	99	13	81	193
+45 mins.	7	207	52	266	14	13	8	35	77	384	3	464	119	7	67	193
Total Volume	32	804	206	1042	42	39	41	122	303	1509	20	1832	447	43	291	771
% App. Total	3.1	77.2	19.8		34.4	32	33.6		16.5	82.4	1.1		58	4.3	37.7	
PHF	.667	.971	.888	.979	.700	.750	.683	.709	.971	.938	.714	.942	.924	.635	.898	.945

Culver City
N/S: Jefferson Boulevard
E/W: Duquesne Avenue
Weather: Clear

File Name : CVCJEDUPM
Site Code : 16616129
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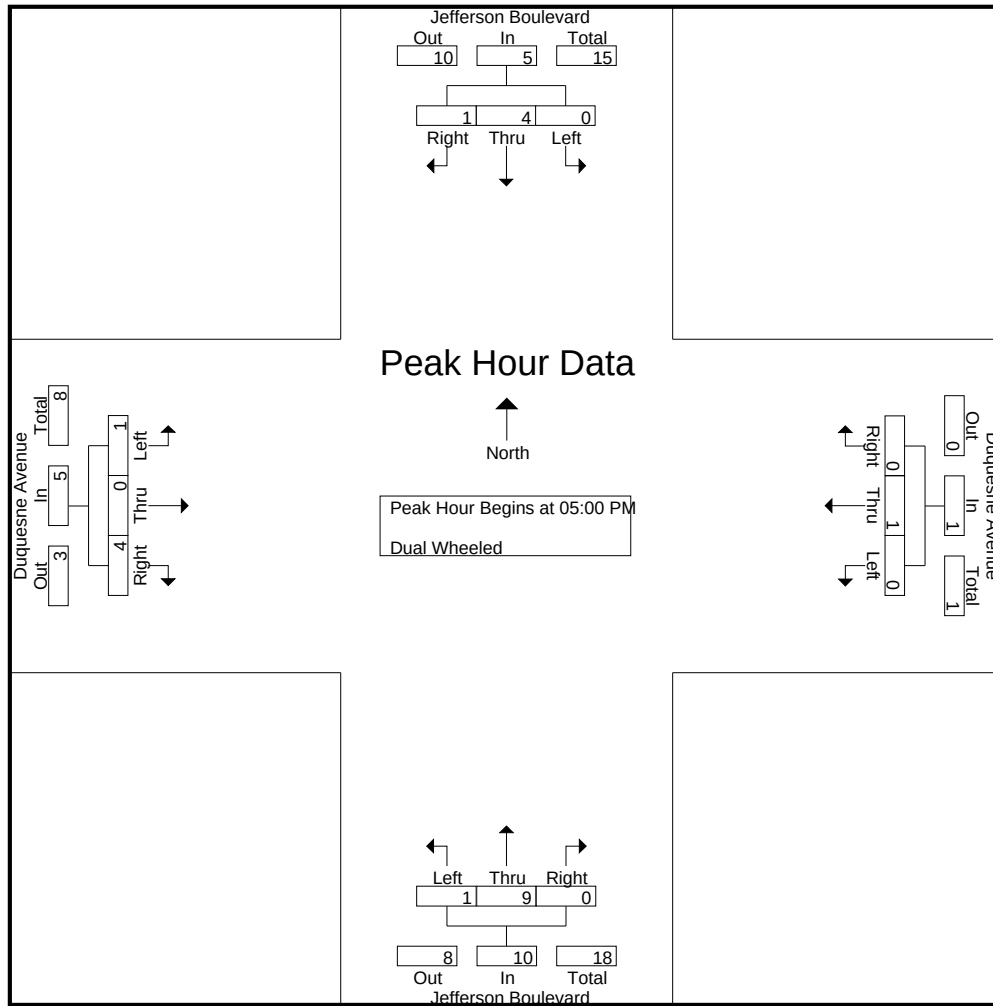
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	8	1	10	0	1	0	1	1	8	0	9	1	0	4	5	25
03:15 PM	0	8	1	9	0	0	1	1	2	6	0	8	2	0	1	3	21
03:30 PM	0	2	3	5	0	0	0	0	1	8	0	9	1	0	3	4	18
03:45 PM	0	2	2	4	0	0	0	0	0	3	0	3	5	0	2	7	14
Total	1	20	7	28	0	1	1	2	4	25	0	29	9	0	10	19	78
04:00 PM	0	4	1	5	1	0	0	1	2	6	0	8	2	0	0	2	16
04:15 PM	0	3	2	5	0	0	0	0	0	6	0	6	1	0	1	2	13
04:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	1	0	0	1	8
04:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	3	3	9
Total	0	17	3	20	1	0	0	1	2	15	0	17	4	0	4	8	46
05:00 PM	0	0	0	0	0	0	0	0	1	6	0	7	0	0	1	1	8
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	3	5
05:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	1	0	0	1	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	4	1	5	0	1	0	1	1	9	0	10	1	0	4	5	21
Grand Total	1	41	11	53	1	2	1	4	7	49	0	56	14	0	18	32	145
Apprch %	1.9	77.4	20.8		25	50	25		12.5	87.5	0		43.8	0	56.2		
Total %	0.7	28.3	7.6	36.6	0.7	1.4	0.7	2.8	4.8	33.8	0	38.6	9.7	0	12.4	22.1	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	1	6	0	7	0	0	1	1	8
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	3	5
05:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	1	0	0	1	7
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	4	1	5	0	1	0	1	1	9	0	10	1	0	4	5	21
% App. Total	0	80	20		0	100	0		10	90	0		20	0	80		
PHF	.000	.500	.250	.417	.000	.250	.000	.250	.250	.375	.000	.357	.250	.000	.333	.417	.656

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	6	0	7	0	0	1	1
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	3
+30 mins.	0	2	1	3	0	1	0	1	0	2	0	2	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	1	5	0	1	0	1	1	9	0	10	1	0	4	5
% App. Total	0	80	20		0	100	0		10	90	0		20	0	80	
PHF	.000	.500	.250	.417	.000	.250	.000	.250	.250	.375	.000	.357	.250	.000	.333	.417

Culver City
N/S: Jefferson Boulevard
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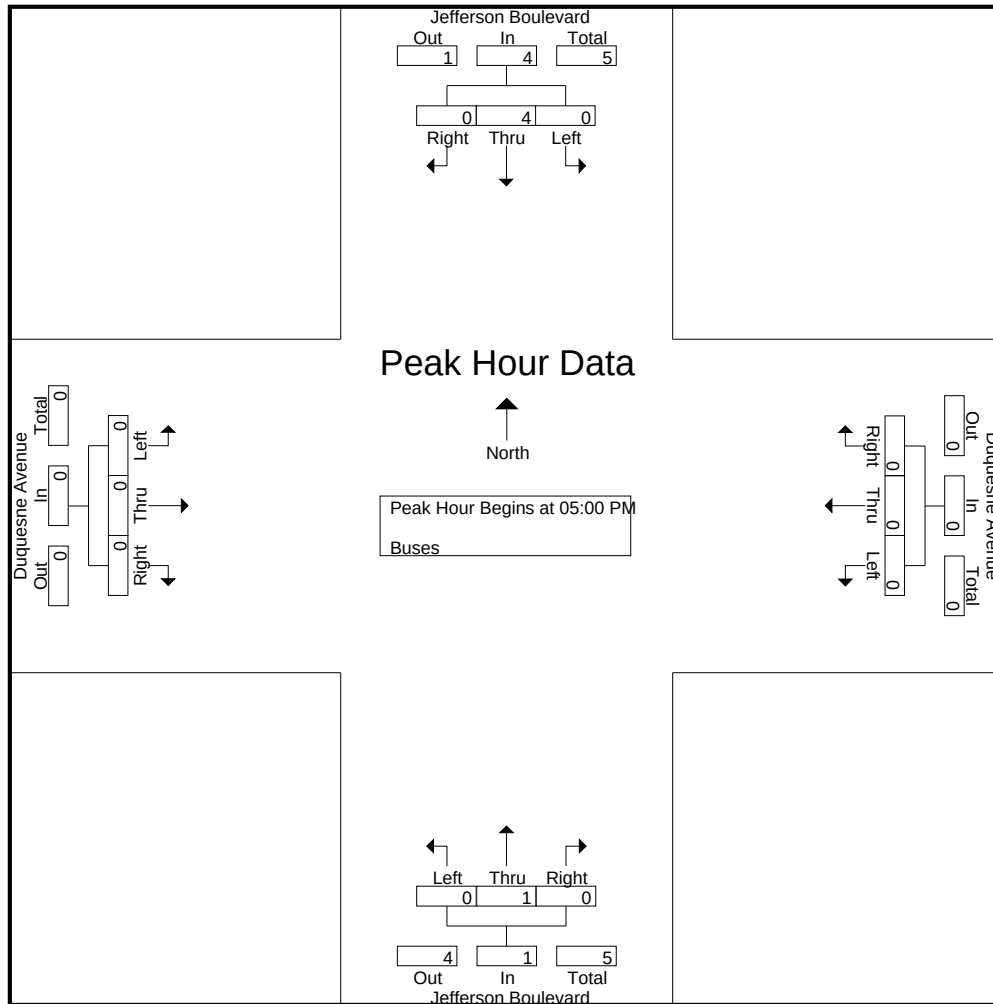
Groups Printed- Buses

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
03:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	3	0	3	0	0	0	0	0	4	0	4	1	0	0	1	8
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Grand Total	0	12	0	12	0	0	0	0	0	7	0	7	1	0	0	1	20
Apprch %	0	100	0		0	0	0		0	100	0		100	0	0		
Total %	0	60	0	60	0	0	0	0	0	35	0	35	5	0	0	5	

	Jefferson Boulevard Southbound				Duquesne Avenue Westbound				Jefferson Boulevard Northbound				Duquesne Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.625

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Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
Weather: Clear

File Name : CVCJEHIAM
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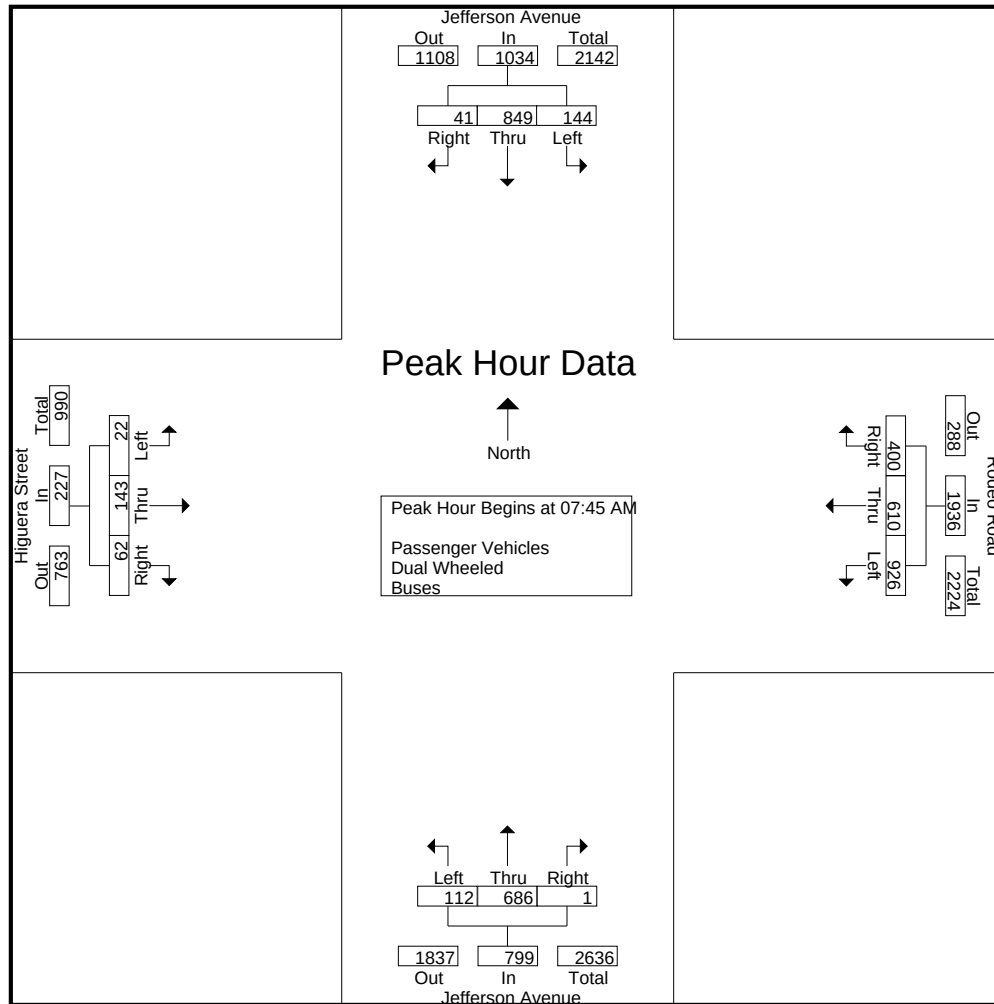
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	139	7	173	198	137	137	472	5	158	0	163	1	17	4	22	830
07:15 AM	36	181	3	220	225	165	129	519	11	194	1	206	2	17	9	28	973
07:30 AM	36	215	3	254	231	192	110	533	13	168	0	181	2	31	7	40	1008
07:45 AM	30	224	15	269	232	174	92	498	29	153	0	182	3	30	12	45	994
Total	129	759	28	916	886	668	468	2022	58	673	1	732	8	95	32	135	3805
08:00 AM	41	209	8	258	218	165	106	489	35	163	0	198	7	37	27	71	1016
08:15 AM	31	210	8	249	220	136	91	447	19	192	0	211	8	39	7	54	961
08:30 AM	42	206	10	258	256	135	111	502	29	178	1	208	4	37	16	57	1025
08:45 AM	30	192	21	243	234	143	96	473	45	179	1	225	2	43	6	51	992
Total	144	817	47	1008	928	579	404	1911	128	712	2	842	21	156	56	233	3994
09:00 AM	33	203	9	245	229	181	109	519	23	176	0	199	5	24	6	35	998
09:15 AM	21	175	13	209	223	131	116	470	31	157	0	188	6	18	6	30	897
09:30 AM	30	180	17	227	198	119	103	420	22	127	1	150	1	20	18	39	836
09:45 AM	42	180	12	234	190	116	82	388	27	115	0	142	4	18	15	37	801
Total	126	738	51	915	840	547	410	1797	103	575	1	679	16	80	45	141	3532
Grand Total	399	2314	126	2839	2654	1794	1282	5730	289	1960	4	2253	45	331	133	509	11331
Apprch %	14.1	81.5	4.4		46.3	31.3	22.4		12.8	87	0.2		8.8	65	26.1		
Total %	3.5	20.4	1.1	25.1	23.4	15.8	11.3	50.6	2.6	17.3	0	19.9	0.4	2.9	1.2	4.5	
Passenger Vehicles	383	2273	117	2773	2607	1771	1258	5636	283	1922	4	2209	44	321	126	491	11109
% Passenger Vehicles	96	98.2	92.9	97.7	98.2	98.7	98.1	98.4	97.9	98.1	100	98	97.8	97	94.7	96.5	98
Dual Wheeled	13	37	3	53	36	17	22	75	5	32	0	37	1	7	7	15	180
% Dual Wheeled	3.3	1.6	2.4	1.9	1.4	0.9	1.7	1.3	1.7	1.6	0	1.6	2.2	2.1	5.3	2.9	1.6
Buses	3	4	6	13	11	6	2	19	1	6	0	7	0	3	0	3	42
% Buses	0.8	0.2	4.8	0.5	0.4	0.3	0.2	0.3	0.3	0.3	0	0.3	0	0.9	0	0.6	0.4

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	224	15	269	232	174	92	498	29	153	0	182	3	30	12	45	994
08:00 AM	41	209	8	258	218	165	106	489	35	163	0	198	7	37	27	71	1016
08:15 AM	31	210	8	249	220	136	91	447	19	192	0	211	8	39	7	54	961
08:30 AM	42	206	10	258	256	135	111	502	29	178	1	208	4	37	16	57	1025
Total Volume	144	849	41	1034	926	610	400	1936	112	686	1	799	22	143	62	227	3996
% App. Total	13.9	82.1	4		47.8	31.5	20.7		14	85.9	0.1		9.7	63	27.3		
PHF	.857	.948	.683	.961	.904	.876	.901	.964	.800	.893	.250	.947	.688	.917	.574	.799	.975

Culver City
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:15 AM				08:00 AM			
+0 mins.	30	224	15	269	225	165	129	519	19	192	0	211	7	37	27	71
+15 mins.	41	209	8	258	231	192	110	533	29	178	1	208	8	39	7	54
+30 mins.	31	210	8	249	232	174	92	498	45	179	1	225	4	37	16	57
+45 mins.	42	206	10	258	218	165	106	489	23	176	0	199	2	43	6	51
Total Volume	144	849	41	1034	906	696	437	2039	116	725	2	843	21	156	56	233
% App. Total	13.9	82.1	4		44.4	34.1	21.4		13.8	86	0.2		9	67	24	
PHF	.857	.948	.683	.961	.976	.906	.847	.956	.644	.944	.500	.937	.656	.907	.519	.820

Culver City
N/S: Jefferson Boulevard
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Weather: Clear

File Name : CVCJEHIAM
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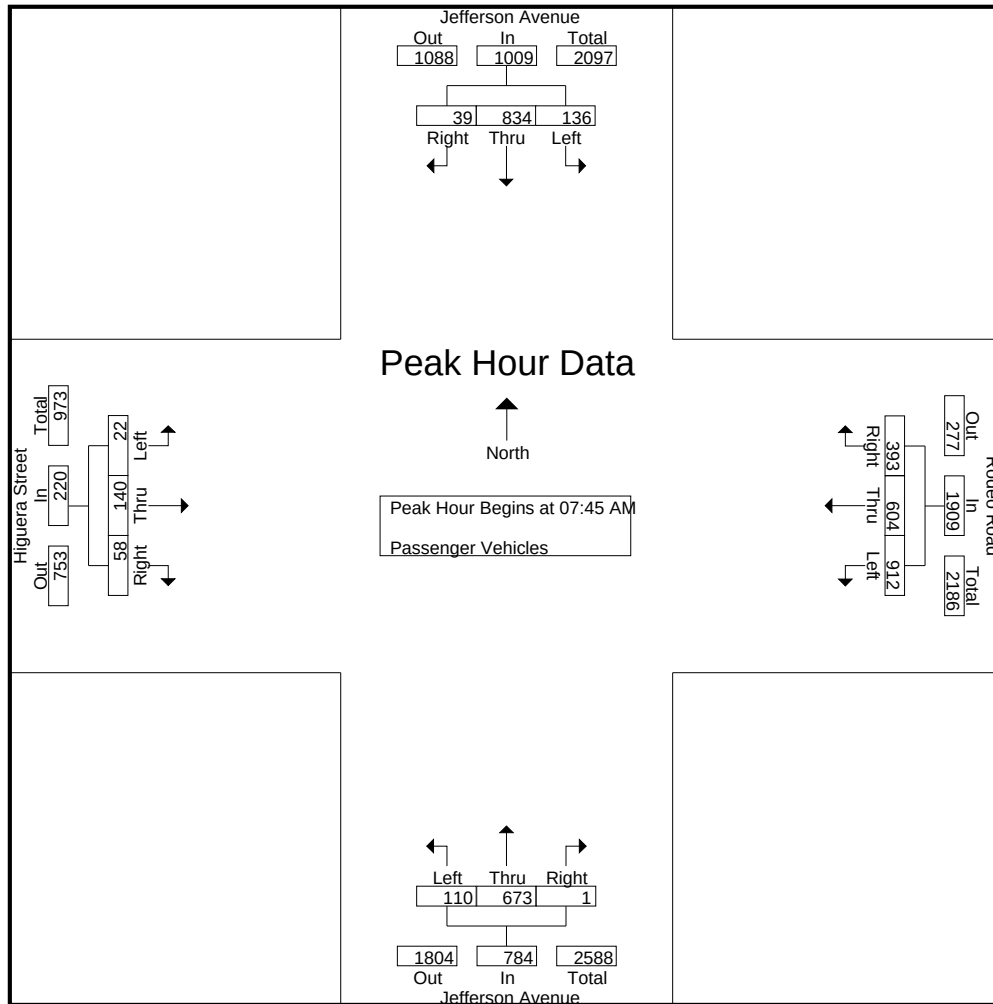
Groups Printed- Passenger Vehicles

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	137	7	170	196	135	134	465	5	156	0	161	1	17	4	22	818
07:15 AM	35	181	2	218	221	162	125	508	9	191	1	201	2	16	9	27	954
07:30 AM	35	213	3	251	224	189	107	520	13	165	0	178	2	29	7	38	987
07:45 AM	30	221	14	265	230	174	91	495	29	153	0	182	3	30	11	44	986
Total	126	752	26	904	871	660	457	1988	56	665	1	722	8	92	31	131	3745
08:00 AM	40	205	8	253	215	163	102	480	34	157	0	191	7	35	27	69	993
08:15 AM	28	207	7	242	215	133	90	438	19	189	0	208	8	39	6	53	941
08:30 AM	38	201	10	249	252	134	110	496	28	174	1	203	4	36	14	54	1002
08:45 AM	29	191	18	238	232	143	96	471	45	179	1	225	2	41	6	49	983
Total	135	804	43	982	914	573	398	1885	126	699	2	827	21	151	53	225	3919
09:00 AM	30	199	9	238	223	179	106	508	23	174	0	197	4	23	6	33	976
09:15 AM	21	171	12	204	219	128	115	462	30	150	0	180	6	17	6	29	875
09:30 AM	30	175	16	221	194	116	101	411	22	122	1	145	1	20	15	36	813
09:45 AM	41	172	11	224	186	115	81	382	26	112	0	138	4	18	15	37	781
Total	122	717	48	887	822	538	403	1763	101	558	1	660	15	78	42	135	3445
Grand Total	383	2273	117	2773	2607	1771	1258	5636	283	1922	4	2209	44	321	126	491	11109
Apprch %	13.8	82	4.2		46.3	31.4	22.3		12.8	87	0.2		9	65.4	25.7		
Total %	3.4	20.5	1.1	25	23.5	15.9	11.3	50.7	2.5	17.3	0	19.9	0.4	2.9	1.1	4.4	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	221	14	265	230	174	91	495	29	153	0	182	3	30	11	44	986
08:00 AM	40	205	8	253	215	163	102	480	34	157	0	191	7	35	27	69	993
08:15 AM	28	207	7	242	215	133	90	438	19	189	0	208	8	39	6	53	941
08:30 AM	38	201	10	249	252	134	110	496	28	174	1	203	4	36	14	54	1002
Total Volume	136	834	39	1009	912	604	393	1909	110	673	1	784	22	140	58	220	3922
% App. Total	13.5	82.7	3.9		47.8	31.6	20.6		14	85.8	0.1		10	63.6	26.4		
PHF	.850	.943	.696	.952	.905	.868	.893	.962	.809	.890	.250	.942	.688	.897	.537	.797	.979

Culver City
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	30	221	14	265	230	174	91	495	29	153	0	182	3	30	11	44
+15 mins.	40	205	8	253	215	163	102	480	34	157	0	191	7	35	27	69
+30 mins.	28	207	7	242	215	133	90	438	19	189	0	208	8	39	6	53
+45 mins.	38	201	10	249	252	134	110	496	28	174	1	203	4	36	14	54
Total Volume	136	834	39	1009	912	604	393	1909	110	673	1	784	22	140	58	220
% App. Total	13.5	82.7	3.9		47.8	31.6	20.6		14	85.8	0.1		10	63.6	26.4	
PHF	.850	.943	.696	.952	.905	.868	.893	.962	.809	.890	.250	.942	.688	.897	.537	.797

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
Weather: Clear

File Name : CVCJEHIAM
Site Code : 16616129
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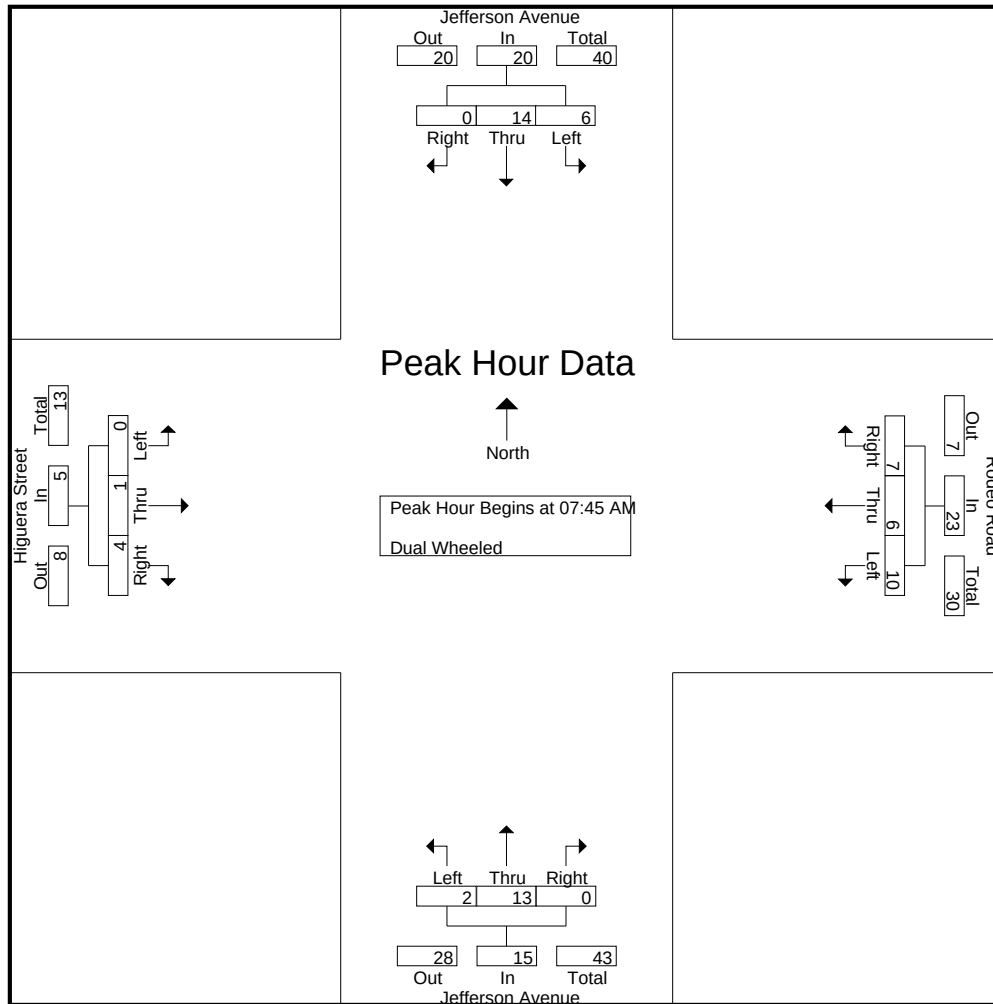
Groups Printed- Dual Wheeled

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	2	1	2	5	0	0	0	0	0	0	0	0	7
07:15 AM	1	0	0	1	3	0	3	6	1	1	0	2	0	1	0	1	10
07:30 AM	1	1	0	2	3	1	3	7	0	2	0	2	0	1	0	1	12
07:45 AM	0	2	0	2	2	0	1	3	0	0	0	0	0	0	1	1	6
Total	2	5	0	7	10	2	9	21	1	3	0	4	0	2	1	3	35
08:00 AM	1	4	0	5	1	2	4	7	1	6	0	7	0	0	0	0	19
08:15 AM	3	3	0	6	5	3	1	9	0	3	0	3	0	0	1	1	19
08:30 AM	2	5	0	7	2	1	1	4	1	4	0	5	0	1	2	3	19
08:45 AM	1	1	2	4	1	0	0	1	0	0	0	0	0	2	0	2	7
Total	7	13	2	22	9	6	6	21	2	13	0	15	0	3	3	6	64
09:00 AM	3	4	0	7	6	2	3	11	0	2	0	2	1	1	0	2	22
09:15 AM	0	4	0	4	4	3	1	8	1	7	0	8	0	1	0	1	21
09:30 AM	0	5	1	6	3	3	2	8	0	4	0	4	0	0	3	3	21
09:45 AM	1	6	0	7	4	1	1	6	1	3	0	4	0	0	0	0	17
Total	4	19	1	24	17	9	7	33	2	16	0	18	1	2	3	6	81
Grand Total	13	37	3	53	36	17	22	75	5	32	0	37	1	7	7	15	180
Apprch %	24.5	69.8	5.7		48	22.7	29.3		13.5	86.5	0		6.7	46.7	46.7		
Total %	7.2	20.6	1.7	29.4	20	9.4	12.2	41.7	2.8	17.8	0	20.6	0.6	3.9	3.9	8.3	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	2	0	1	3	0	0	0	0	0	0	1	1	6
08:00 AM	1	4	0	5	1	2	4	7	1	6	0	7	0	0	0	0	19
08:15 AM	3	3	0	6	5	3	1	9	0	3	0	3	0	0	1	1	19
08:30 AM	2	5	0	7	2	1	1	4	1	4	0	5	0	1	2	3	19
Total Volume	6	14	0	20	10	6	7	23	2	13	0	15	0	1	4	5	63
% App. Total	30	70	0		43.5	26.1	30.4		13.3	86.7	0		0	20	80		
PHF	.500	.700	.000	.714	.500	.500	.438	.639	.500	.542	.000	.536	.000	.250	.500	.417	.829

Culver City
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	2	0	1	3	0	0	0	0	0	0	1	1
+15 mins.	1	4	0	5	1	2	4	7	1	6	0	7	0	0	0	0
+30 mins.	3	3	0	6	5	3	1	9	0	3	0	3	0	0	1	1
+45 mins.	2	5	0	7	2	1	1	4	1	4	0	5	0	1	2	3
Total Volume	6	14	0	20	10	6	7	23	2	13	0	15	0	1	4	5
% App. Total	30	70	0		43.5	26.1	30.4		13.3	86.7	0		0	20	80	
PHF	.500	.700	.000	.714	.500	.500	.438	.639	.500	.542	.000	.536	.000	.250	.500	.417

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
Weather: Clear

File Name : CVCJEHIAM
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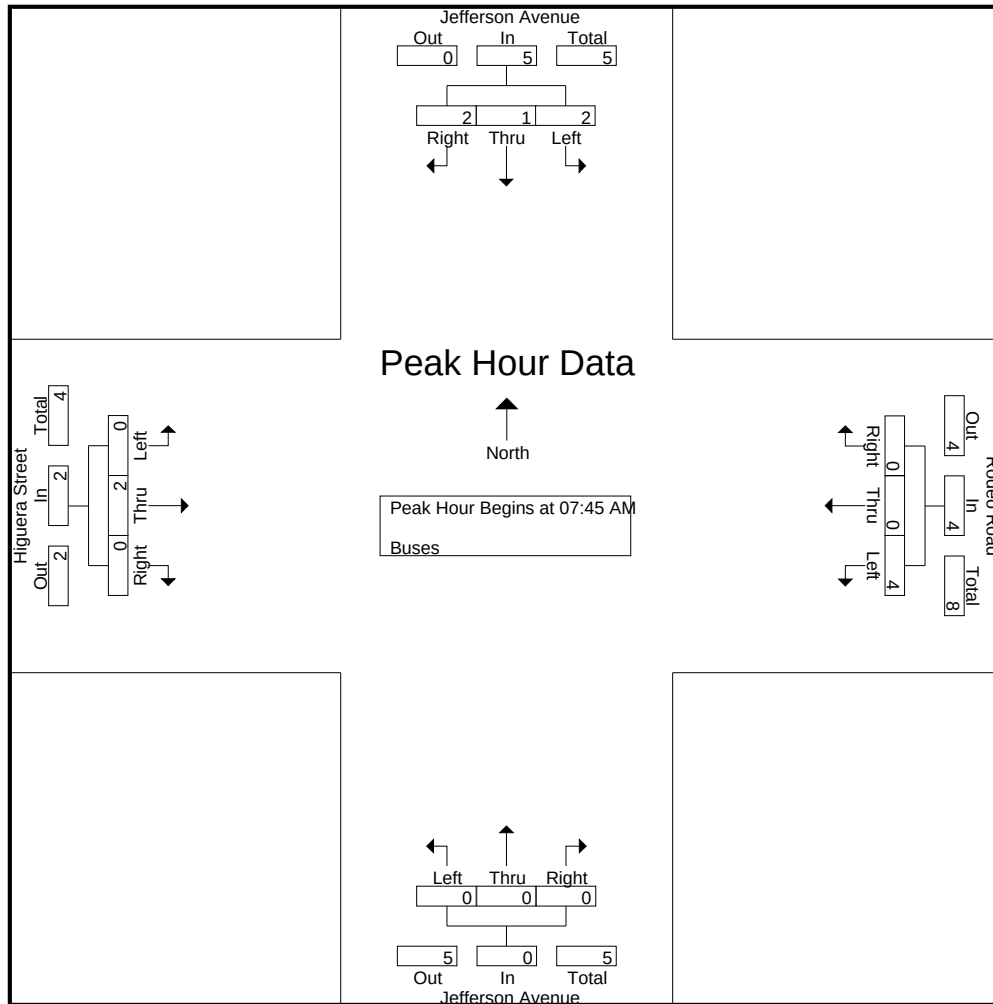
Groups Printed- Buses

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	1	2	0	2	0	2	0	0	0	0	5
07:15 AM	0	0	1	1	1	3	1	5	1	2	0	3	0	0	0	0	9
07:30 AM	0	1	0	1	4	2	0	6	0	1	0	1	0	1	0	1	9
07:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	2	2	5	5	6	2	13	1	5	0	6	0	1	0	1	25
08:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	2	0	2	4	5	0	0	5	0	0	0	0	0	2	0	2	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
09:45 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	2	4	1	0	0	1	0	1	0	1	0	0	0	0	6
Grand Total	3	4	6	13	11	6	2	19	1	6	0	7	0	3	0	3	42
Apprch %	23.1	30.8	46.2		57.9	31.6	10.5		14.3	85.7	0		0	100	0		
Total %	7.1	9.5	14.3	31	26.2	14.3	4.8	45.2	2.4	14.3	0	16.7	0	7.1	0	7.1	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
Total Volume	2	1	2	5	4	0	0	4	0	0	0	0	0	2	0	2	11
% App. Total	40	20	40		100	0	0		0	0	0		0	100	0		
PHF	.250	.250	.500	.625	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.688

Culver City
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0
Total Volume	2	1	2	5	4	0	0	4	0	0	0	0	0	2	0	2
% App. Total	40	20	40		100	0	0		0	0	0		0	100	0	
PHF	.250	.250	.500	.625	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

Culver City
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Weather: Clear

File Name : CVCJEHIPM
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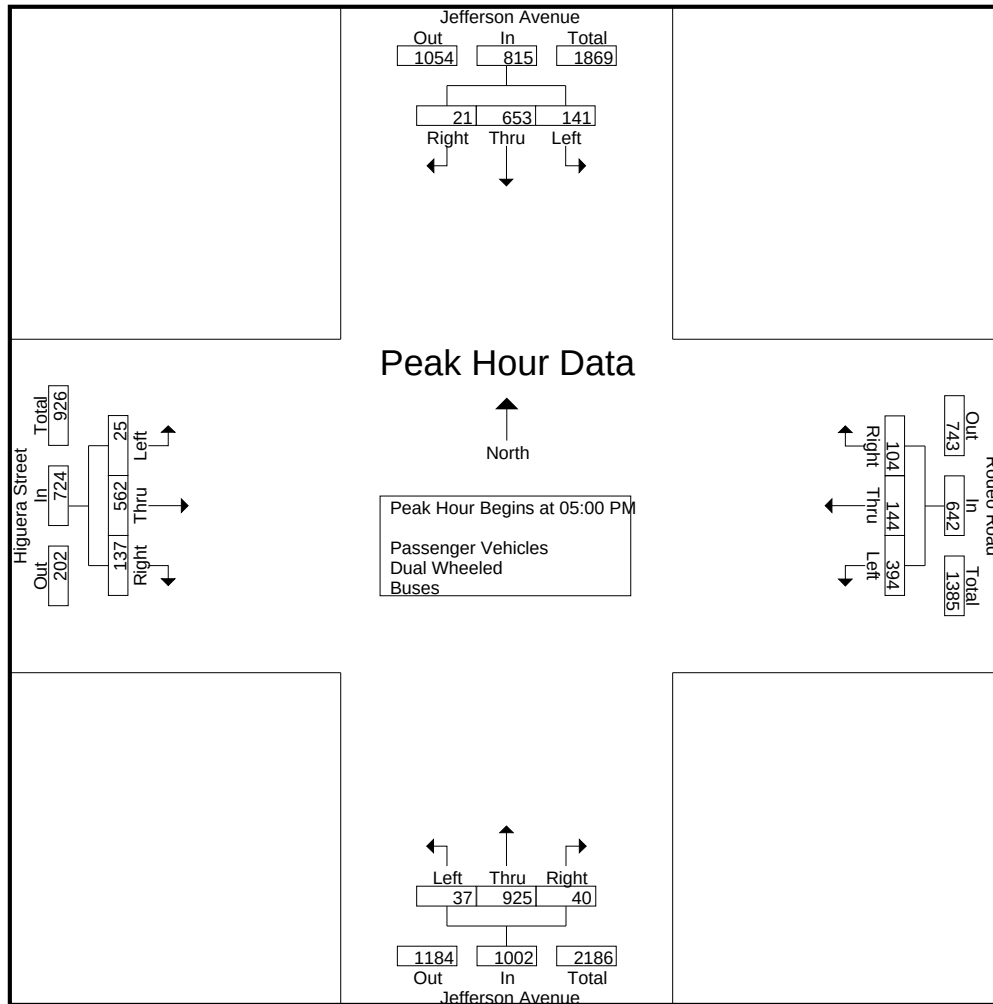
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	54	139	9	202	105	47	40	192	13	167	0	180	3	80	12	95	669
03:15 PM	66	118	15	199	105	39	33	177	15	166	1	182	7	117	17	141	699
03:30 PM	60	120	11	191	72	51	35	158	13	183	7	203	8	140	32	180	732
03:45 PM	47	135	7	189	101	37	27	165	15	208	9	232	8	128	22	158	744
Total	227	512	42	781	383	174	135	692	56	724	17	797	26	465	83	574	2844
04:00 PM	54	113	4	171	99	39	30	168	9	186	2	197	8	128	17	153	689
04:15 PM	56	138	5	199	83	48	29	160	12	191	3	206	9	128	24	161	726
04:30 PM	38	153	10	201	99	44	23	166	10	230	3	243	8	167	27	202	812
04:45 PM	47	142	5	194	116	40	26	182	13	203	8	224	8	165	30	203	803
Total	195	546	24	765	397	171	108	676	44	810	16	870	33	588	98	719	3030
05:00 PM	45	153	4	202	95	39	37	171	8	206	7	221	10	141	36	187	781
05:15 PM	30	154	5	189	106	30	20	156	6	234	17	257	4	116	41	161	763
05:30 PM	30	155	8	193	86	34	16	136	10	252	7	269	4	150	33	187	785
05:45 PM	36	191	4	231	107	41	31	179	13	233	9	255	7	155	27	189	854
Total	141	653	21	815	394	144	104	642	37	925	40	1002	25	562	137	724	3183
Grand Total	563	1711	87	2361	1174	489	347	2010	137	2459	73	2669	84	1615	318	2017	9057
Apprch %	23.8	72.5	3.7		58.4	24.3	17.3		5.1	92.1	2.7		4.2	80.1	15.8		
Total %	6.2	18.9	1	26.1	13	5.4	3.8	22.2	1.5	27.2	0.8	29.5	0.9	17.8	3.5	22.3	
Passenger Vehicles	553	1687	82	2322	1162	486	339	1987	134	2427	72	2633	84	1590	313	1987	8929
% Passenger Vehicles	98.2	98.6	94.3	98.3	99	99.4	97.7	98.9	97.8	98.7	98.6	98.7	100	98.5	98.4	98.5	98.6
Dual Wheeled	7	23	0	30	6	2	8	16	3	29	1	33	0	19	5	24	103
% Dual Wheeled	1.2	1.3	0	1.3	0.5	0.4	2.3	0.8	2.2	1.2	1.4	1.2	0	1.2	1.6	1.2	1.1
Buses	3	1	5	9	6	1	0	7	0	3	0	3	0	6	0	6	25
% Buses	0.5	0.1	5.7	0.4	0.5	0.2	0	0.3	0	0.1	0	0.1	0	0.4	0	0.3	0.3

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	45	153	4	202	95	39	37	171	8	206	7	221	10	141	36	187	781
05:15 PM	30	154	5	189	106	30	20	156	6	234	17	257	4	116	41	161	763
05:30 PM	30	155	8	193	86	34	16	136	10	252	7	269	4	150	33	187	785
05:45 PM	36	191	4	231	107	41	31	179	13	233	9	255	7	155	27	189	854
Total Volume	141	653	21	815	394	144	104	642	37	925	40	1002	25	562	137	724	3183
% App. Total	17.3	80.1	2.6		61.4	22.4	16.2		3.7	92.3	4		3.5	77.6	18.9		
PHF	.783	.855	.656	.882	.921	.878	.703	.897	.712	.918	.588	.931	.625	.906	.835	.958	.932

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:00 PM				05:00 PM				04:15 PM			
+0 mins.	45	153	4	202	105	47	40	192	8	206	7	221	9	128	24	161
+15 mins.	30	154	5	189	105	39	33	177	6	234	17	257	8	167	27	202
+30 mins.	30	155	8	193	72	51	35	158	10	252	7	269	8	165	30	203
+45 mins.	36	191	4	231	101	37	27	165	13	233	9	255	10	141	36	187
Total Volume	141	653	21	815	383	174	135	692	37	925	40	1002	35	601	117	753
% App. Total	17.3	80.1	2.6		55.3	25.1	19.5		3.7	92.3	4		4.6	79.8	15.5	
PHF	.783	.855	.656	.882	.912	.853	.844	.901	.712	.918	.588	.931	.875	.900	.813	.927

Culver City
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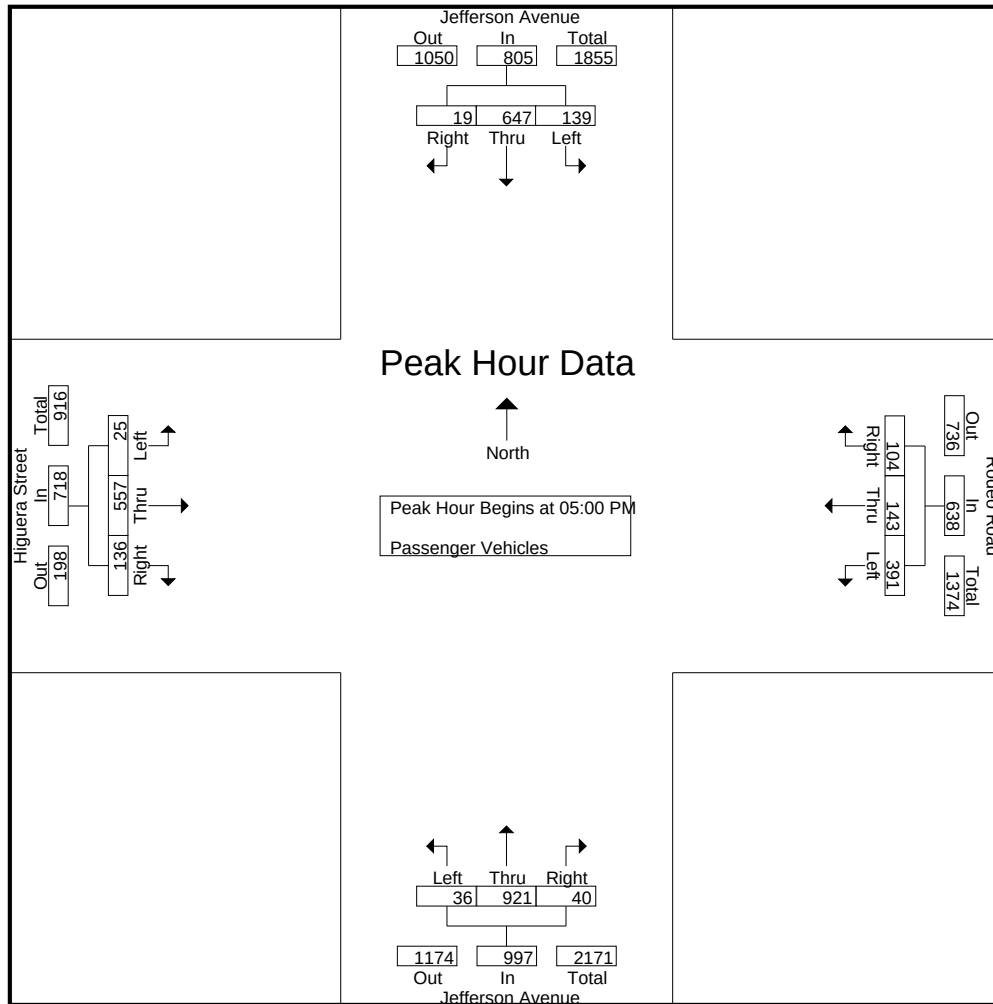
Groups Printed- Passenger Vehicles

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	54	136	9	199	104	46	38	188	12	162	0	174	3	77	11	91	652
03:15 PM	64	114	15	193	102	39	33	174	15	162	1	178	7	111	16	134	679
03:30 PM	58	119	10	187	72	50	33	155	13	179	7	199	8	140	32	180	721
03:45 PM	46	135	7	188	100	37	27	164	15	208	8	231	8	124	22	154	737
Total	222	504	41	767	378	172	131	681	55	711	16	782	26	452	81	559	2789
04:00 PM	53	112	3	168	98	39	28	165	9	180	2	191	8	127	17	152	676
04:15 PM	56	134	5	195	82	48	28	158	12	187	3	202	9	126	24	159	714
04:30 PM	38	149	9	196	97	44	23	164	9	225	3	237	8	165	26	199	796
04:45 PM	45	141	5	191	116	40	25	181	13	203	8	224	8	163	29	200	796
Total	192	536	22	750	393	171	104	668	43	795	16	854	33	581	96	710	2982
05:00 PM	44	153	3	200	94	39	37	170	7	204	7	218	10	140	35	185	773
05:15 PM	30	151	4	185	105	30	20	155	6	234	17	257	4	114	41	159	756
05:30 PM	29	153	8	190	86	33	16	135	10	251	7	268	4	149	33	186	779
05:45 PM	36	190	4	230	106	41	31	178	13	232	9	254	7	154	27	188	850
Total	139	647	19	805	391	143	104	638	36	921	40	997	25	557	136	718	3158
Grand Total	553	1687	82	2322	1162	486	339	1987	134	2427	72	2633	84	1590	313	1987	8929
Apprch %	23.8	72.7	3.5		58.5	24.5	17.1		5.1	92.2	2.7		4.2	80	15.8		
Total %	6.2	18.9	0.9	26	13	5.4	3.8	22.3	1.5	27.2	0.8	29.5	0.9	17.8	3.5	22.3	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	44	153	3	200	94	39	37	170	7	204	7	218	10	140	35	185	773
05:15 PM	30	151	4	185	105	30	20	155	6	234	17	257	4	114	41	159	756
05:30 PM	29	153	8	190	86	33	16	135	10	251	7	268	4	149	33	186	779
05:45 PM	36	190	4	230	106	41	31	178	13	232	9	254	7	154	27	188	850
Total Volume	139	647	19	805	391	143	104	638	36	921	40	997	25	557	136	718	3158
% App. Total	17.3	80.4	2.4		61.3	22.4	16.3		3.6	92.4	4		3.5	77.6	18.9		
PHF	.790	.851	.594	.875	.922	.872	.703	.896	.692	.917	.588	.930	.625	.904	.829	.955	.929

Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	44	153	3	200	94	39	37	170	7	204	7	218	10	140	35	185
+15 mins.	30	151	4	185	105	30	20	155	6	234	17	257	4	114	41	159
+30 mins.	29	153	8	190	86	33	16	135	10	251	7	268	4	149	33	186
+45 mins.	36	190	4	230	106	41	31	178	13	232	9	254	7	154	27	188
Total Volume	139	647	19	805	391	143	104	638	36	921	40	997	25	557	136	718
% App. Total	17.3	80.4	2.4		61.3	22.4	16.3		3.6	92.4	4		3.5	77.6	18.9	
PHF	.790	.851	.594	.875	.922	.872	.703	.896	.692	.917	.588	.930	.625	.904	.829	.955

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
Weather: Clear

File Name : CVCJEHIPM
Site Code : 16616129
Start Date : 3/1/2016
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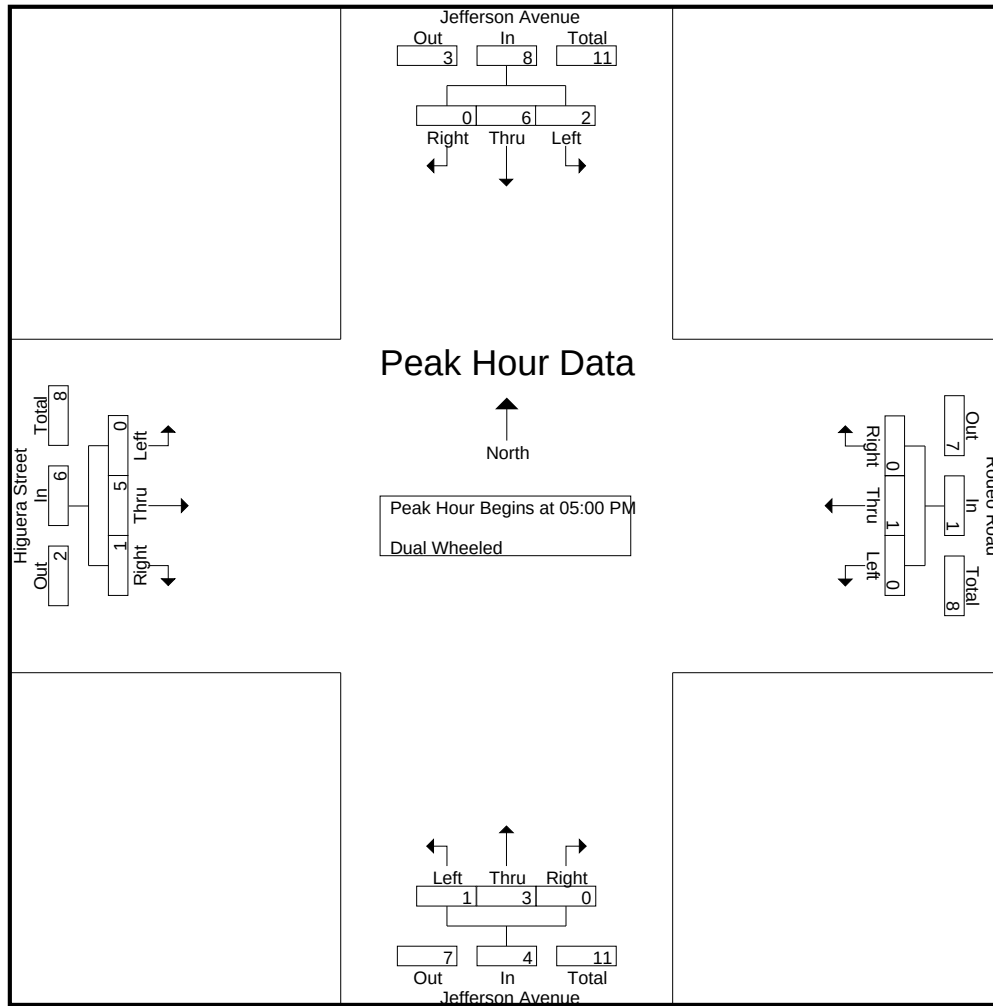
Groups Printed- Dual Wheeled

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	0	3	1	0	2	3	1	4	0	5	0	2	1	3	14
03:15 PM	1	3	0	4	2	0	0	2	0	4	0	4	0	3	1	4	14
03:30 PM	1	1	0	2	0	1	2	3	0	4	0	4	0	0	0	0	9
03:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	4	0	4	6
Total	2	7	0	9	4	1	4	9	1	12	1	14	0	9	2	11	43
04:00 PM	1	1	0	2	0	0	2	2	0	6	0	6	0	0	0	0	10
04:15 PM	0	4	0	4	1	0	1	2	0	4	0	4	0	2	0	2	12
04:30 PM	0	4	0	4	1	0	0	1	1	4	0	5	0	2	1	3	13
04:45 PM	2	1	0	3	0	0	1	1	0	0	0	0	0	1	1	2	6
Total	3	10	0	13	2	0	4	6	1	14	0	15	0	5	2	7	41
05:00 PM	1	0	0	1	0	0	0	0	1	2	0	3	0	1	1	2	6
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
05:30 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total	2	6	0	8	0	1	0	1	1	3	0	4	0	5	1	6	19
Grand Total	7	23	0	30	6	2	8	16	3	29	1	33	0	19	5	24	103
Apprch %	23.3	76.7	0		37.5	12.5	50		9.1	87.9	3		0	79.2	20.8		
Total %	6.8	22.3	0	29.1	5.8	1.9	7.8	15.5	2.9	28.2	1	32	0	18.4	4.9	23.3	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	0	1	0	0	0	0	1	2	0	3	0	1	1	2	6
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
05:30 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
Total Volume	2	6	0	8	0	1	0	1	1	3	0	4	0	5	1	6	19
% App. Total	25	75	0		0	100	0		25	75	0		0	83.3	16.7		
PHF	.500	.500	.000	.667	.000	.250	.000	.250	.250	.375	.000	.333	.000	.625	.250	.750	.792

Culver City
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	1	2	0	3	0	1	1	2
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	1	2	0	3	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	2	6	0	8	0	1	0	1	1	3	0	4	0	5	1	6
% App. Total	25	75	0		0	100	0		25	75	0		0	83.3	16.7	
PHF	.500	.500	.000	.667	.000	.250	.000	.250	.250	.375	.000	.333	.000	.625	.250	.750

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
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File Name : CVCJEHIPM
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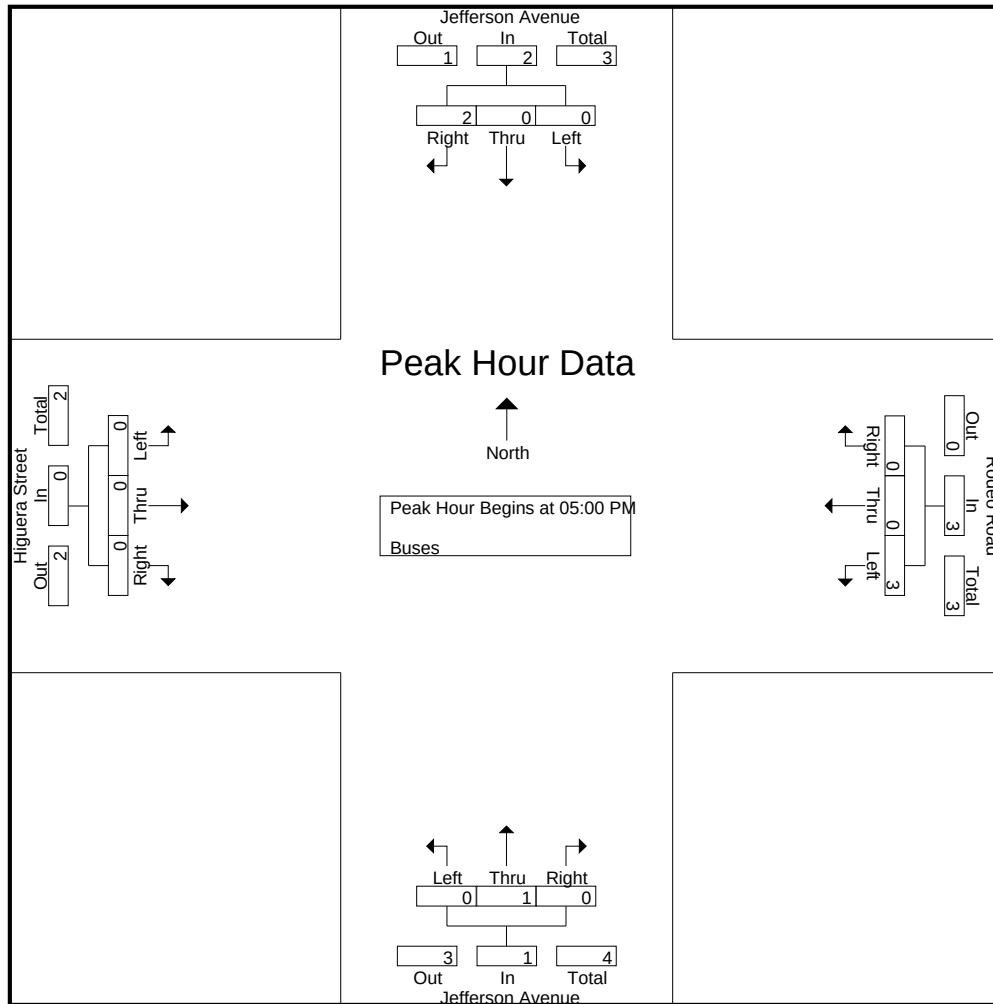
Groups Printed- Buses

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
03:15 PM	1	1	0	2	1	0	0	1	0	0	0	0	0	3	0	3	6
03:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	1	1	5	1	1	0	2	0	1	0	1	0	4	0	4	12
04:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	2	2	2	0	0	2	0	1	0	1	0	2	0	2	7
05:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	2	2	3	0	0	3	0	1	0	1	0	0	0	0	6
Grand Total	3	1	5	9	6	1	0	7	0	3	0	3	0	6	0	6	25
Apprch %	33.3	11.1	55.6		85.7	14.3	0		0	100	0		0	100	0		
Total %	12	4	20	36	24	4	0	28	0	12	0	12	0	24	0	24	

	Jefferson Avenue Southbound				Rodeo Road Westbound				Jefferson Avenue Northbound				Higuera Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	2	2	3	0	0	3	0	1	0	1	0	0	0	0	6
% App. Total	0	0	100		100	0	0		0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000	.750

Culver City
N/S: Jefferson Boulevard
E/W: Higuera Street/Rodeo Road
Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	3	0	0	3	0	1	0	1	0	0	0	0
% App. Total	0	0	100		100	0	0		0	100	0		0	0	0	
PHF	.000	.000	.500	.500	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.000	.000

City of Los Angeles
N/S: Jefferson Boulevard
E/W: National Boulevard
Weather: Clear

File Name : LACJENAAM
Site Code : 16616153
Start Date : 3/10/2016
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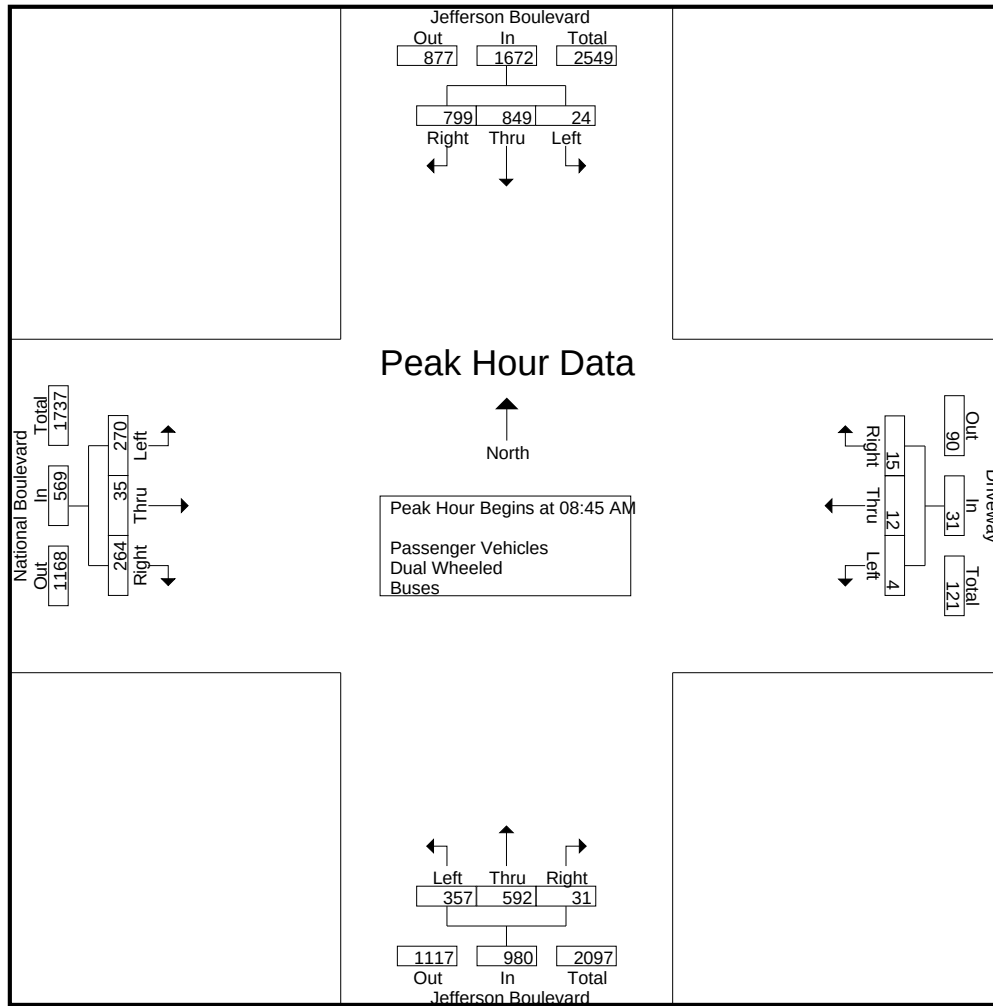
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	156	188	347	0	3	5	8	117	154	6	277	33	4	41	78	710
07:15 AM	5	174	157	336	0	1	3	4	93	169	1	263	37	6	59	102	705
07:30 AM	0	203	149	352	1	3	0	4	129	150	5	284	46	2	46	94	734
07:45 AM	3	207	133	343	0	2	0	2	90	151	3	244	48	3	61	112	701
Total	11	740	627	1378	1	9	8	18	429	624	15	1068	164	15	207	386	2850
08:00 AM	1	204	139	344	0	2	2	4	96	157	4	257	69	2	60	131	736
08:15 AM	0	197	146	343	1	0	1	2	74	178	3	255	74	3	59	136	736
08:30 AM	4	171	140	315	0	0	4	4	75	176	3	254	90	6	57	153	726
08:45 AM	4	207	173	384	1	4	2	7	107	176	6	289	86	7	64	157	837
Total	9	779	598	1386	2	6	9	17	352	687	16	1055	319	18	240	577	3035
09:00 AM	5	202	236	443	1	3	4	8	106	160	9	275	50	6	66	122	848
09:15 AM	4	228	193	425	0	2	4	6	76	131	6	213	69	12	64	145	789
09:30 AM	11	212	197	420	2	3	5	10	68	125	10	203	65	10	70	145	778
09:45 AM	3	161	165	329	1	2	5	8	81	115	5	201	49	10	69	128	666
Total	23	803	791	1617	4	10	18	32	331	531	30	892	233	38	269	540	3081
Grand Total	43	2322	2016	4381	7	25	35	67	1112	1842	61	3015	716	71	716	1503	8966
Apprch %	1	53	46		10.4	37.3	52.2		36.9	61.1	2		47.6	4.7	47.6		
Total %	0.5	25.9	22.5	48.9	0.1	0.3	0.4	0.7	12.4	20.5	0.7	33.6	8	0.8	8	16.8	
Passenger Vehicles	36	2278	1975	4289	6	22	28	56	1091	1805	54	2950	696	69	690	1455	8750
% Passenger Vehicles	83.7	98.1	98	97.9	85.7	88	80	83.6	98.1	98	88.5	97.8	97.2	97.2	96.4	96.8	97.6
Dual Wheeled	7	39	39	85	1	3	7	11	15	33	7	55	19	2	18	39	190
% Dual Wheeled	16.3	1.7	1.9	1.9	14.3	12	20	16.4	1.3	1.8	11.5	1.8	2.7	2.8	2.5	2.6	2.1
Buses	0	5	2	7	0	0	0	0	6	4	0	10	1	0	8	9	26
% Buses	0	0.2	0.1	0.2	0	0	0	0	0.5	0.2	0	0.3	0.1	0	1.1	0.6	0.3

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	4	207	173	384	1	4	2	7	107	176	6	289	86	7	64	157	837
09:00 AM	5	202	236	443	1	3	4	8	106	160	9	275	50	6	66	122	848
09:15 AM	4	228	193	425	0	2	4	6	76	131	6	213	69	12	64	145	789
09:30 AM	11	212	197	420	2	3	5	10	68	125	10	203	65	10	70	145	778
Total Volume	24	849	799	1672	4	12	15	31	357	592	31	980	270	35	264	569	3252
% App. Total	1.4	50.8	47.8		12.9	38.7	48.4		36.4	60.4	3.2		47.5	6.2	46.4		
PHF	.545	.931	.846	.944	.500	.750	.750	.775	.834	.841	.775	.848	.785	.729	.943	.906	.959

City of Los Angeles
N/S: Jefferson Boulevard
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Weather: Clear

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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM				09:00 AM				08:15 AM				08:00 AM			
+0 mins.	4	207	173	384	1	3	4	8	74	178	3	255	69	2	60	131
+15 mins.	5	202	236	443	0	2	4	6	75	176	3	254	74	3	59	136
+30 mins.	4	228	193	425	2	3	5	10	107	176	6	289	90	6	57	153
+45 mins.	11	212	197	420	1	2	5	8	106	160	9	275	86	7	64	157
Total Volume	24	849	799	1672	4	10	18	32	362	690	21	1073	319	18	240	577
% App. Total	1.4	50.8	47.8		12.5	31.2	56.2		33.7	64.3	2		55.3	3.1	41.6	
PHF	.545	.931	.846	.944	.500	.833	.900	.800	.846	.969	.583	.928	.886	.643	.938	.919

City of Los Angeles
N/S: Jefferson Boulevard
E/W: National Boulevard
Weather: Clear

File Name : LACJENAAM
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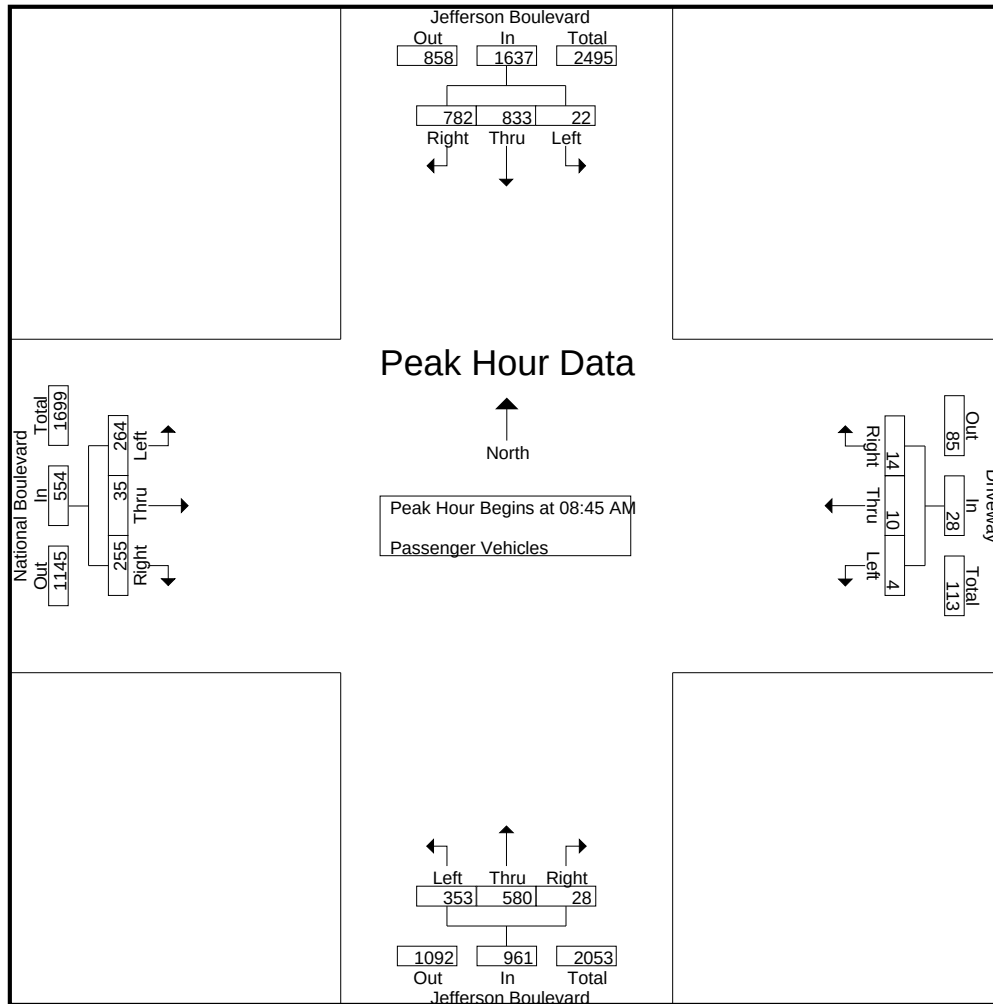
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	147	182	332	0	3	5	8	117	153	4	274	31	4	39	74	688
07:15 AM	3	169	156	328	0	1	1	2	90	163	1	254	37	5	53	95	679
07:30 AM	0	201	146	347	1	3	0	4	128	145	5	278	43	2	46	91	720
07:45 AM	1	204	131	336	0	1	0	1	89	151	2	242	46	2	57	105	684
Total	7	721	615	1343	1	8	6	15	424	612	12	1048	157	13	195	365	2771
08:00 AM	1	203	135	339	0	2	1	3	94	156	4	254	67	2	60	129	725
08:15 AM	0	194	143	337	1	0	0	1	71	173	3	247	70	3	58	131	716
08:30 AM	3	170	139	312	0	0	3	3	74	173	2	249	89	6	55	150	714
08:45 AM	4	206	169	379	1	2	2	5	106	173	5	284	86	7	61	154	822
Total	8	773	586	1367	2	4	6	12	345	675	14	1034	312	18	234	564	2977
09:00 AM	5	199	233	437	1	3	4	8	105	159	9	273	47	6	64	117	835
09:15 AM	4	220	192	416	0	2	4	6	75	130	4	209	67	12	60	139	770
09:30 AM	9	208	188	405	2	3	4	9	67	118	10	195	64	10	70	144	753
09:45 AM	3	157	161	321	0	2	4	6	75	111	5	191	49	10	67	126	644
Total	21	784	774	1579	3	10	16	29	322	518	28	868	227	38	261	526	3002
Grand Total	36	2278	1975	4289	6	22	28	56	1091	1805	54	2950	696	69	690	1455	8750
Apprch %	0.8	53.1	46		10.7	39.3	50		37	61.2	1.8		47.8	4.7	47.4		
Total %	0.4	26	22.6	49	0.1	0.3	0.3	0.6	12.5	20.6	0.6	33.7	8	0.8	7.9	16.6	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	4	206	169	379	1	2	2	5	106	173	5	284	86	7	61	154	822
09:00 AM	5	199	233	437	1	3	4	8	105	159	9	273	47	6	64	117	835
09:15 AM	4	220	192	416	0	2	4	6	75	130	4	209	67	12	60	139	770
09:30 AM	9	208	188	405	2	3	4	9	67	118	10	195	64	10	70	144	753
Total Volume	22	833	782	1637	4	10	14	28	353	580	28	961	264	35	255	554	3180
% App. Total	1.3	50.9	47.8		14.3	35.7	50		36.7	60.4	2.9		47.7	6.3	46		
PHF	.611	.947	.839	.936	.500	.833	.875	.778	.833	.838	.700	.846	.767	.729	.911	.899	.952

City of Los Angeles
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Weather: Clear

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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	4	206	169	379	1	2	2	5	106	173	5	284	86	7	61	154
+15 mins.	5	199	233	437	1	3	4	8	105	159	9	273	47	6	64	117
+30 mins.	4	220	192	416	0	2	4	6	75	130	4	209	67	12	60	139
+45 mins.	9	208	188	405	2	3	4	9	67	118	10	195	64	10	70	144
Total Volume	22	833	782	1637	4	10	14	28	353	580	28	961	264	35	255	554
% App. Total	1.3	50.9	47.8		14.3	35.7	50		36.7	60.4	2.9		47.7	6.3	46	
PHF	.611	.947	.839	.936	.500	.833	.875	.778	.833	.838	.700	.846	.767	.729	.911	.899

City of Los Angeles
N/S: Jefferson Boulevard
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Weather: Clear

File Name : LACJENAAM
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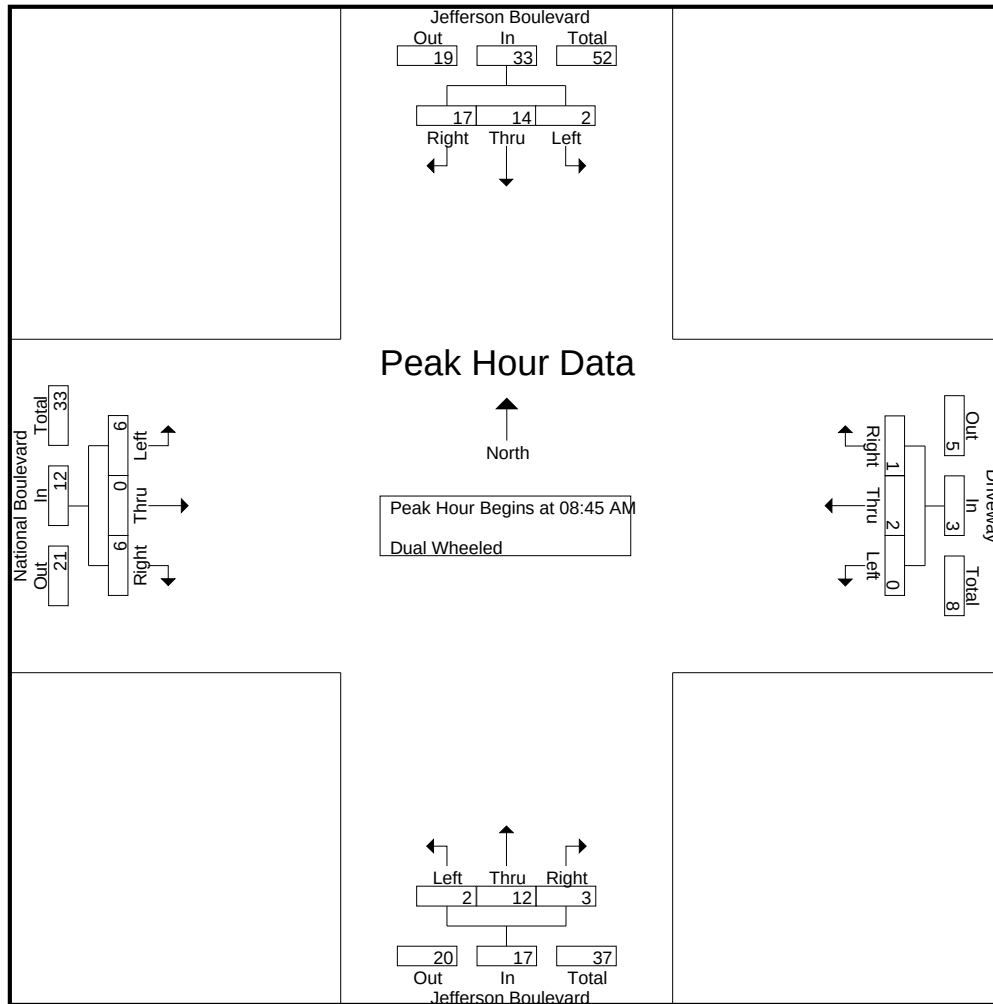
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	6	15	0	0	0	0	0	0	2	2	2	0	1	3	20
07:15 AM	2	4	1	7	0	0	2	2	0	5	0	5	0	1	5	6	20
07:30 AM	0	1	2	3	0	0	0	0	1	5	0	6	3	0	0	3	12
07:45 AM	2	2	2	6	0	1	0	1	1	0	1	2	2	1	3	6	15
Total	4	16	11	31	0	1	2	3	2	10	3	15	7	2	9	18	67
08:00 AM	0	1	4	5	0	0	1	1	2	1	0	3	2	0	0	2	11
08:15 AM	0	3	2	5	0	0	1	1	3	5	0	8	3	0	0	3	17
08:30 AM	1	1	1	3	0	0	1	1	1	3	1	5	1	0	1	2	11
08:45 AM	0	1	4	5	0	2	0	2	0	3	1	4	0	0	1	1	12
Total	1	6	11	18	0	2	3	5	6	12	2	20	6	0	2	8	51
09:00 AM	0	2	3	5	0	0	0	0	0	1	0	1	3	0	2	5	11
09:15 AM	0	8	1	9	0	0	0	0	1	1	2	4	2	0	3	5	18
09:30 AM	2	3	9	14	0	0	1	1	1	7	0	8	1	0	0	1	24
09:45 AM	0	4	4	8	1	0	1	2	5	2	0	7	0	0	2	2	19
Total	2	17	17	36	1	0	2	3	7	11	2	20	6	0	7	13	72
Grand Total	7	39	39	85	1	3	7	11	15	33	7	55	19	2	18	39	190
Apprch %	8.2	45.9	45.9		9.1	27.3	63.6		27.3	60	12.7		48.7	5.1	46.2		
Total %	3.7	20.5	20.5	44.7	0.5	1.6	3.7	5.8	7.9	17.4	3.7	28.9	10	1.1	9.5	20.5	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	1	4	5	0	2	0	2	0	3	1	4	0	0	1	1	12
09:00 AM	0	2	3	5	0	0	0	0	0	1	0	1	3	0	2	5	11
09:15 AM	0	8	1	9	0	0	0	0	1	1	2	4	2	0	3	5	18
09:30 AM	2	3	9	14	0	0	1	1	1	7	0	8	1	0	0	1	24
Total Volume	2	14	17	33	0	2	1	3	2	12	3	17	6	0	6	12	65
% App. Total	6.1	42.4	51.5		0	66.7	33.3		11.8	70.6	17.6		50	0	50		
PHF	.250	.438	.472	.589	.000	.250	.250	.375	.500	.429	.375	.531	.500	.000	.500	.600	.677

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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	0	1	4	5	0	2	0	2	0	3	1	4	0	0	1	1
+15 mins.	0	2	3	5	0	0	0	0	0	1	0	1	3	0	2	5
+30 mins.	0	8	1	9	0	0	0	0	1	1	2	4	2	0	3	5
+45 mins.	2	3	9	14	0	0	1	1	1	7	0	8	1	0	0	1
Total Volume	2	14	17	33	0	2	1	3	2	12	3	17	6	0	6	12
% App. Total	6.1	42.4	51.5		0	66.7	33.3		11.8	70.6	17.6		50	0	50	
PHF	.250	.438	.472	.589	.000	.250	.250	.375	.500	.429	.375	.531	.500	.000	.500	.600

City of Los Angeles
N/S: Jefferson Boulevard
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Weather: Clear

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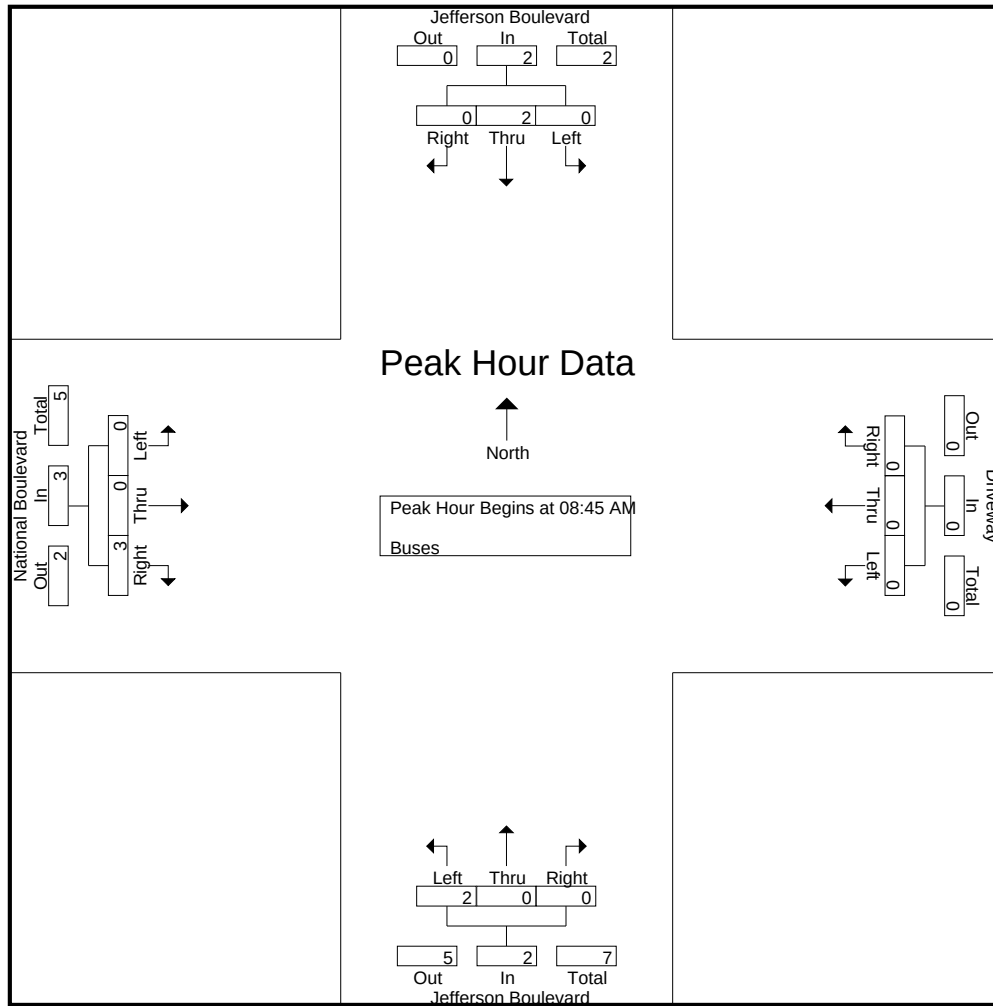
Groups Printed- Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	1	0	1	0	0	0	0	3	1	0	4	0	0	1	1	6
07:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	3	1	4	0	0	0	0	3	2	0	5	0	0	3	3	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
Total	0	0	1	1	0	0	0	0	1	0	0	1	1	0	4	5	7
09:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
Total	0	2	0	2	0	0	0	0	2	2	0	4	0	0	1	1	7
Grand Total	0	5	2	7	0	0	0	0	6	4	0	10	1	0	8	9	26
Apprch %	0	71.4	28.6		0	0	0		60	40	0		11.1	0	88.9		
Total %	0	19.2	7.7	26.9	0	0	0	0	23.1	15.4	0	38.5	3.8	0	30.8	34.6	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
09:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	2	0	0	2	0	0	3	3	7
% App. Total	0	100	0		0	0	0		100	0	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.375	.375	.583

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Peak Hour Analysis From 08:45 AM to 09:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM				08:45 AM				08:45 AM				08:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
+15 mins.	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	2	0	0	2	0	0	3	3
% App. Total	0	100	0		0	0	0		100	0	0		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.375	.375

City of Los Angeles
N/S: Jefferson Boulevard
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Weather: Clear

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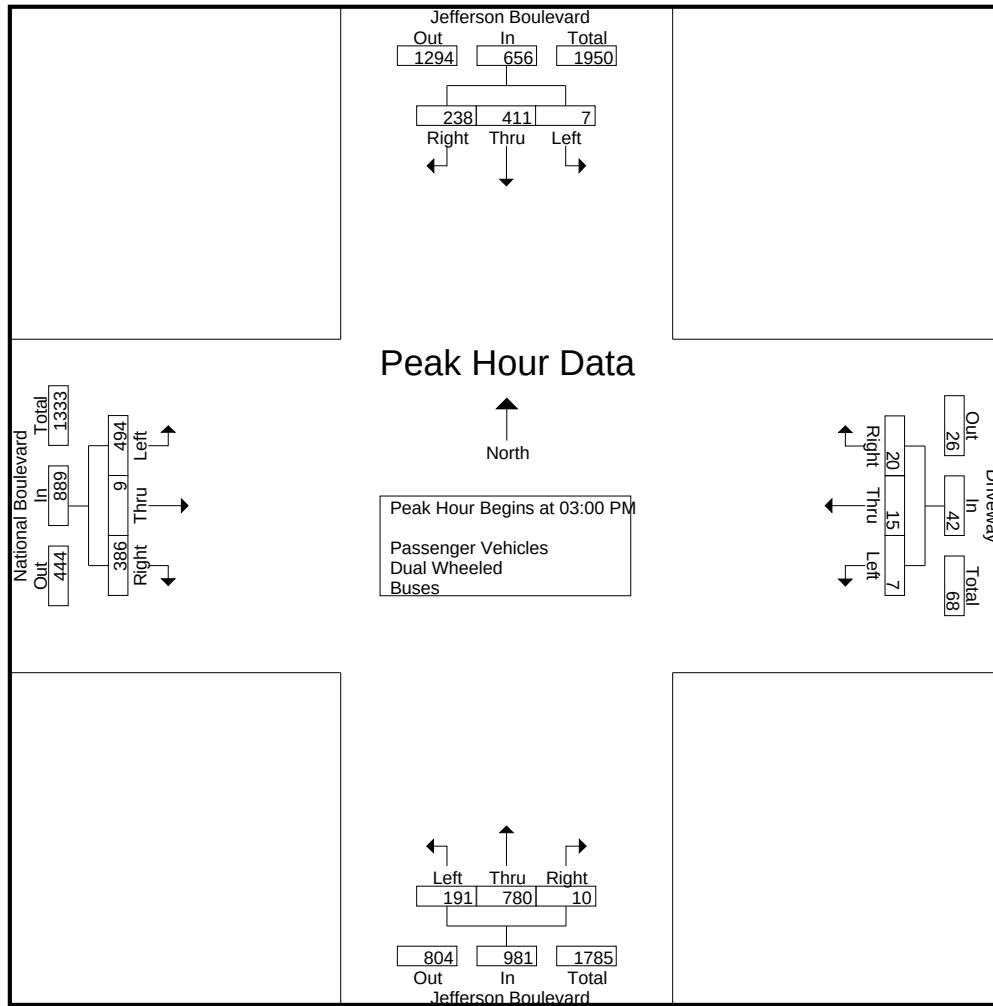
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	105	72	178	0	3	4	7	52	184	2	238	130	2	91	223	646
03:15 PM	1	110	62	173	3	3	4	10	49	188	0	237	144	2	107	253	673
03:30 PM	4	95	59	158	3	3	7	13	47	215	4	266	120	3	94	217	654
03:45 PM	1	101	45	147	1	6	5	12	43	193	4	240	100	2	94	196	595
Total	7	411	238	656	7	15	20	42	191	780	10	981	494	9	386	889	2568
04:00 PM	1	100	62	163	0	1	8	9	37	198	6	241	93	3	56	152	565
04:15 PM	1	96	65	162	0	7	4	11	48	240	1	289	83	4	50	137	599
04:30 PM	0	112	48	160	1	7	2	10	40	207	0	247	100	2	75	177	594
04:45 PM	1	108	68	177	1	6	1	8	53	232	4	289	85	2	41	128	602
Total	3	416	243	662	2	21	15	38	178	877	11	1066	361	11	222	594	2360
05:00 PM	0	98	51	149	2	3	6	11	41	203	3	247	81	3	81	165	572
05:15 PM	1	106	54	161	1	3	5	9	50	203	4	257	88	3	95	186	613
05:30 PM	2	97	70	169	0	4	3	7	50	212	3	265	74	2	77	153	594
05:45 PM	0	132	65	197	1	7	4	12	32	257	3	292	60	1	63	124	625
Total	3	433	240	676	4	17	18	39	173	875	13	1061	303	9	316	628	2404
Grand Total	13	1260	721	1994	13	53	53	119	542	2532	34	3108	1158	29	924	2111	7332
Apprch %	0.7	63.2	36.2		10.9	44.5	44.5		17.4	81.5	1.1		54.9	1.4	43.8		
Total %	0.2	17.2	9.8	27.2	0.2	0.7	0.7	1.6	7.4	34.5	0.5	42.4	15.8	0.4	12.6	28.8	
Passenger Vehicles	10	1245	712	1967	12	53	51	116	535	2499	32	3066	1122	29	898	2049	7198
% Passenger Vehicles	76.9	98.8	98.8	98.6	92.3	100	96.2	97.5	98.7	98.7	94.1	98.6	96.9	100	97.2	97.1	98.2
Dual Wheeled	3	13	8	24	1	0	2	3	7	29	2	38	30	0	16	46	111
% Dual Wheeled	23.1	1	1.1	1.2	7.7	0	3.8	2.5	1.3	1.1	5.9	1.2	2.6	0	1.7	2.2	1.5
Buses	0	2	1	3	0	0	0	0	0	4	0	4	6	0	10	16	23
% Buses	0	0.2	0.1	0.2	0	0	0	0	0	0.2	0	0.1	0.5	0	1.1	0.8	0.3

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	105	72	178	0	3	4	7	52	184	2	238	130	2	91	223	646
03:15 PM	1	110	62	173	3	3	4	10	49	188	0	237	144	2	107	253	673
03:30 PM	4	95	59	158	3	3	7	13	47	215	4	266	120	3	94	217	654
03:45 PM	1	101	45	147	1	6	5	12	43	193	4	240	100	2	94	196	595
Total Volume	7	411	238	656	7	15	20	42	191	780	10	981	494	9	386	889	2568
% App. Total	1.1	62.7	36.3		16.7	35.7	47.6		19.5	79.5	1		55.6	1	43.4		
PHF	.438	.934	.826	.921	.583	.625	.714	.808	.918	.907	.625	.922	.858	.750	.902	.878	.954

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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:30 PM				04:15 PM				03:00 PM			
+0 mins.	0	98	51	149	3	3	7	13	48	240	1	289	130	2	91	223
+15 mins.	1	106	54	161	1	6	5	12	40	207	0	247	144	2	107	253
+30 mins.	2	97	70	169	0	1	8	9	53	232	4	289	120	3	94	217
+45 mins.	0	132	65	197	0	7	4	11	41	203	3	247	100	2	94	196
Total Volume	3	433	240	676	4	17	24	45	182	882	8	1072	494	9	386	889
% App. Total	0.4	64.1	35.5		8.9	37.8	53.3		17	82.3	0.7		55.6	1	43.4	
PHF	.375	.820	.857	.858	.333	.607	.750	.865	.858	.919	.500	.927	.858	.750	.902	.878

City of Los Angeles
N/S: Jefferson Boulevard
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Weather: Clear

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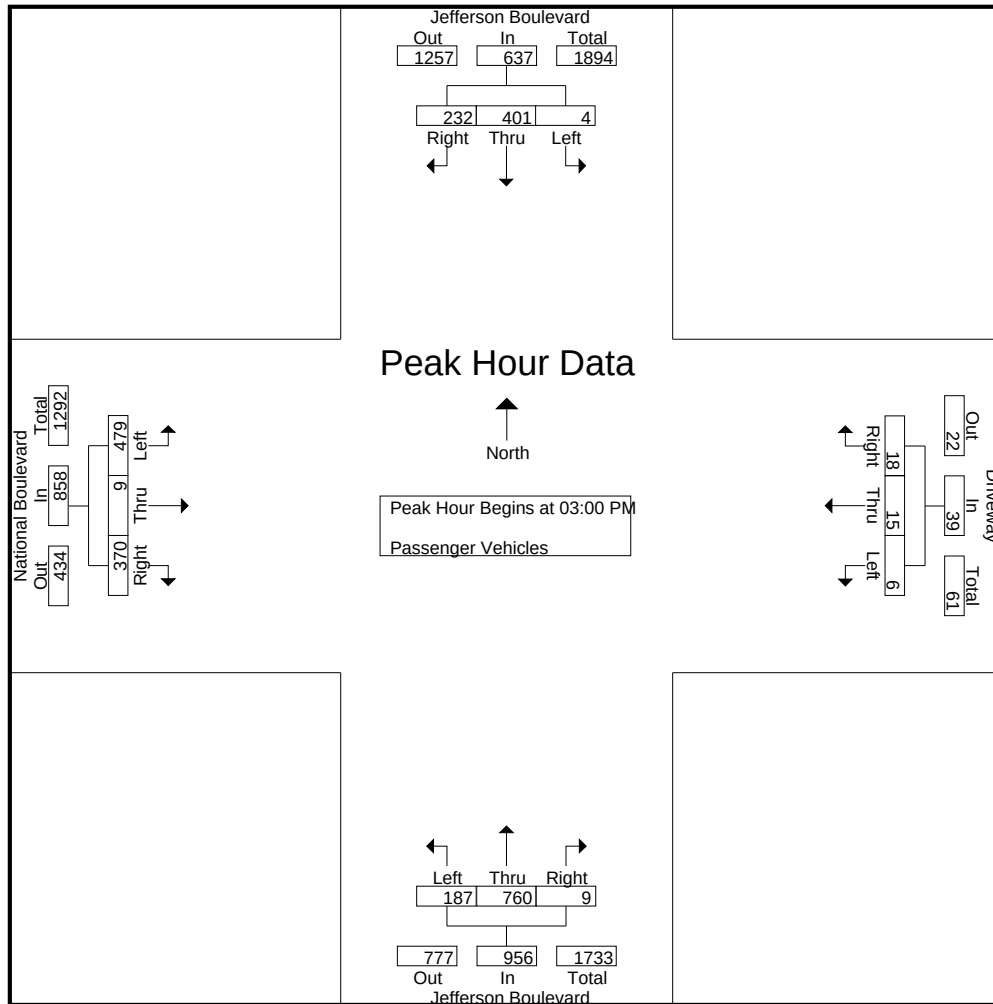
Groups Printed- Passenger Vehicles

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	102	68	170	0	3	4	7	51	178	2	231	127	2	88	217	625
03:15 PM	0	105	61	166	2	3	4	9	49	179	0	228	139	2	106	247	650
03:30 PM	3	94	58	155	3	3	7	13	46	215	4	265	114	3	89	206	639
03:45 PM	1	100	45	146	1	6	3	10	41	188	3	232	99	2	87	188	576
Total	4	401	232	637	6	15	18	39	187	760	9	956	479	9	370	858	2490
04:00 PM	1	98	61	160	0	1	8	9	37	198	6	241	90	3	54	147	557
04:15 PM	1	96	65	162	0	7	4	11	47	238	1	286	82	4	50	136	595
04:30 PM	0	111	48	159	1	7	2	10	40	205	0	245	97	2	71	170	584
04:45 PM	1	107	68	176	1	6	1	8	52	229	3	284	81	2	40	123	591
Total	3	412	242	657	2	21	15	38	176	870	10	1056	350	11	215	576	2327
05:00 PM	0	98	50	148	2	3	6	11	40	201	3	244	78	3	80	161	564
05:15 PM	1	105	54	160	1	3	5	9	50	202	4	256	84	3	94	181	606
05:30 PM	2	97	69	168	0	4	3	7	50	210	3	263	72	2	76	150	588
05:45 PM	0	132	65	197	1	7	4	12	32	256	3	291	59	1	63	123	623
Total	3	432	238	673	4	17	18	39	172	869	13	1054	293	9	313	615	2381
Grand Total	10	1245	712	1967	12	53	51	116	535	2499	32	3066	1122	29	898	2049	7198
Apprch %	0.5	63.3	36.2		10.3	45.7	44		17.4	81.5	1		54.8	1.4	43.8		
Total %	0.1	17.3	9.9	27.3	0.2	0.7	0.7	1.6	7.4	34.7	0.4	42.6	15.6	0.4	12.5	28.5	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	102	68	170	0	3	4	7	51	178	2	231	127	2	88	217	625
03:15 PM	0	105	61	166	2	3	4	9	49	179	0	228	139	2	106	247	650
03:30 PM	3	94	58	155	3	3	7	13	46	215	4	265	114	3	89	206	639
03:45 PM	1	100	45	146	1	6	3	10	41	188	3	232	99	2	87	188	576
Total Volume	4	401	232	637	6	15	18	39	187	760	9	956	479	9	370	858	2490
% App. Total	0.6	63	36.4		15.4	38.5	46.2		19.6	79.5	0.9		55.8	1	43.1		
PHF	.333	.955	.853	.937	.500	.625	.643	.750	.917	.884	.563	.902	.862	.750	.873	.868	.958

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	102	68	170	0	3	4	7	51	178	2	231	127	2	88	217
+15 mins.	0	105	61	166	2	3	4	9	49	179	0	228	139	2	106	247
+30 mins.	3	94	58	155	3	3	7	13	46	215	4	265	114	3	89	206
+45 mins.	1	100	45	146	1	6	3	10	41	188	3	232	99	2	87	188
Total Volume	4	401	232	637	6	15	18	39	187	760	9	956	479	9	370	858
% App. Total	0.6	63	36.4		15.4	38.5	46.2		19.6	79.5	0.9		55.8	1	43.1	
PHF	.333	.955	.853	.937	.500	.625	.643	.750	.917	.884	.563	.902	.862	.750	.873	.868

City of Los Angeles
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Weather: Clear

File Name : LACJENAPM
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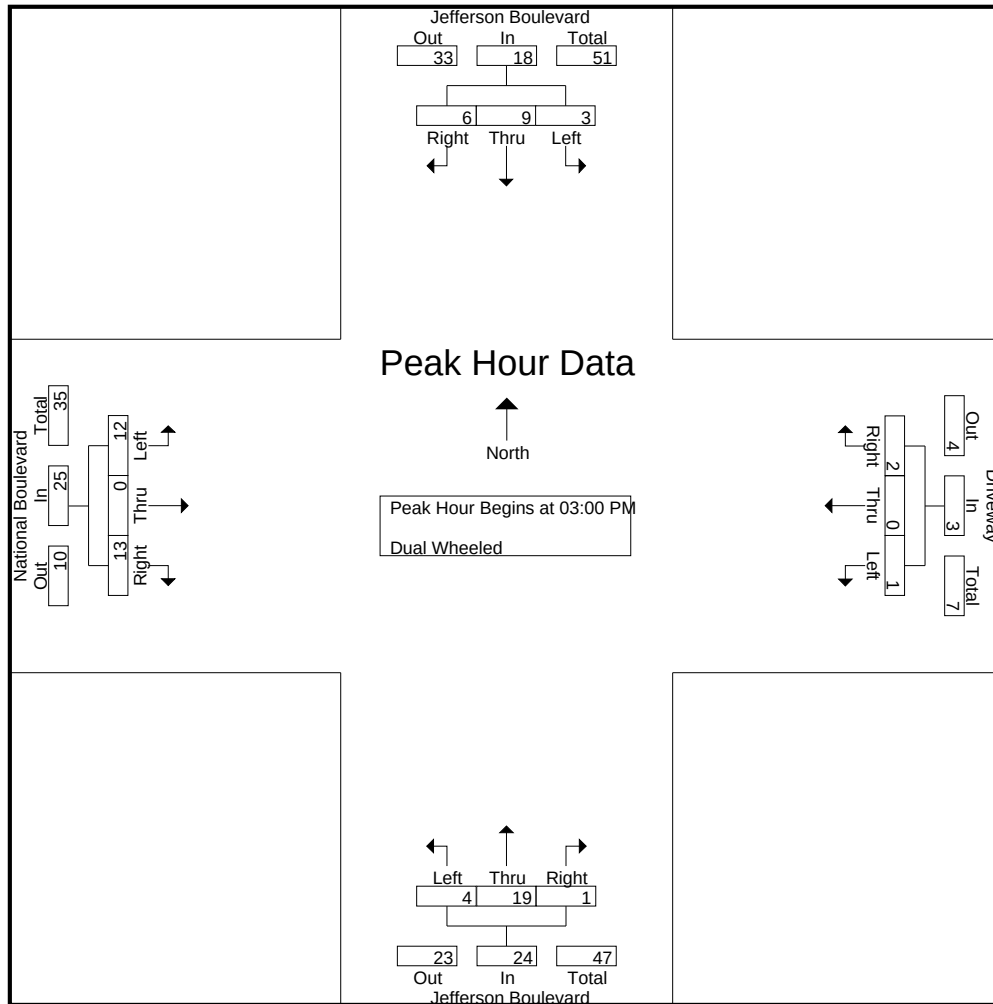
Groups Printed- Dual Wheeled

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	3	4	8	0	0	0	0	1	6	0	7	3	0	3	6	21
03:15 PM	1	5	1	7	1	0	0	1	0	8	0	8	3	0	1	4	20
03:30 PM	1	0	1	2	0	0	0	0	1	0	0	1	6	0	3	9	12
03:45 PM	0	1	0	1	0	0	2	2	2	5	1	8	0	0	6	6	17
Total	3	9	6	18	1	0	2	3	4	19	1	24	12	0	13	25	70
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	2	0	1	3	5
04:15 PM	0	0	0	0	0	0	0	0	1	2	0	3	1	0	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	3	0	1	4	6
04:45 PM	0	1	0	1	0	0	0	0	1	2	1	4	3	0	0	3	8
Total	0	3	0	3	0	0	0	0	2	6	1	9	9	0	2	11	23
05:00 PM	0	0	1	1	0	0	0	0	1	2	0	3	2	0	0	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	4	0	1	5	7
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	1	2	3	0	0	0	0	1	4	0	5	9	0	1	10	18
Grand Total	3	13	8	24	1	0	2	3	7	29	2	38	30	0	16	46	111
Apprch %	12.5	54.2	33.3		33.3	0	66.7		18.4	76.3	5.3		65.2	0	34.8		
Total %	2.7	11.7	7.2	21.6	0.9	0	1.8	2.7	6.3	26.1	1.8	34.2	27	0	14.4	41.4	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	3	4	8	0	0	0	0	1	6	0	7	3	0	3	6	21
03:15 PM	1	5	1	7	1	0	0	1	0	8	0	8	3	0	1	4	20
03:30 PM	1	0	1	2	0	0	0	0	1	0	0	1	6	0	3	9	12
03:45 PM	0	1	0	1	0	0	2	2	2	5	1	8	0	0	6	6	17
Total Volume	3	9	6	18	1	0	2	3	4	19	1	24	12	0	13	25	70
% App. Total	16.7	50	33.3		33.3	0	66.7		16.7	79.2	4.2		48	0	52		
PHF	.750	.450	.375	.563	.250	.000	.250	.375	.500	.594	.250	.750	.500	.000	.542	.694	.833

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	1	3	4	8	0	0	0	0	1	6	0	7	3	0	3	6
+15 mins.	1	5	1	7	1	0	0	1	0	8	0	8	3	0	1	4
+30 mins.	1	0	1	2	0	0	0	0	1	0	0	1	6	0	3	9
+45 mins.	0	1	0	1	0	0	2	2	2	5	1	8	0	0	6	6
Total Volume	3	9	6	18	1	0	2	3	4	19	1	24	12	0	13	25
% App. Total	16.7	50	33.3		33.3	0	66.7		16.7	79.2	4.2		48	0	52	
PHF	.750	.450	.375	.563	.250	.000	.250	.375	.500	.594	.250	.750	.500	.000	.542	.694

City of Los Angeles
N/S: Jefferson Boulevard
E/W: National Boulevard
Weather: Clear

File Name : LACJENAPM
Site Code : 16616153
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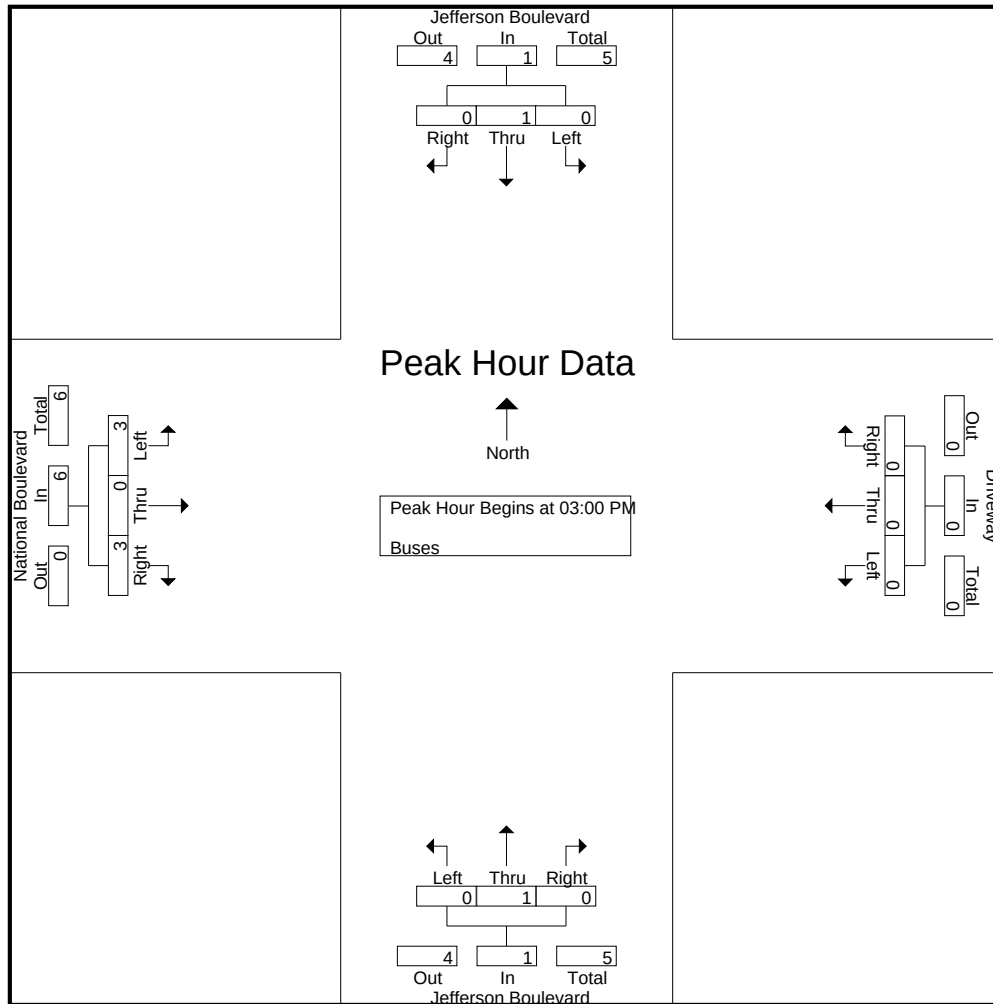
Groups Printed- Buses

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	1	0	1	0	0	0	0	0	1	0	1	3	0	3	6	8
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	3	4
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
Total	0	1	1	2	0	0	0	0	0	1	0	1	2	0	5	7	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	1	0	2	3	5
Grand Total	0	2	1	3	0	0	0	0	0	4	0	4	6	0	10	16	23
Apprch %	0	66.7	33.3		0	0	0		0	100	0		37.5	0	62.5		
Total %	0	8.7	4.3	13	0	0	0	0	0	17.4	0	17.4	26.1	0	43.5	69.6	

	Jefferson Boulevard Southbound				Driveway Westbound				Jefferson Boulevard Northbound				National Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2	3
03:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	3	0	3	6	8
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.375	.750	.667

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	2
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	3	0	3	6
% App. Total	0	100	0		0	0	0		0	100	0		50	0	50	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375	.000	.375	.750

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFAM
Site Code : 16616153
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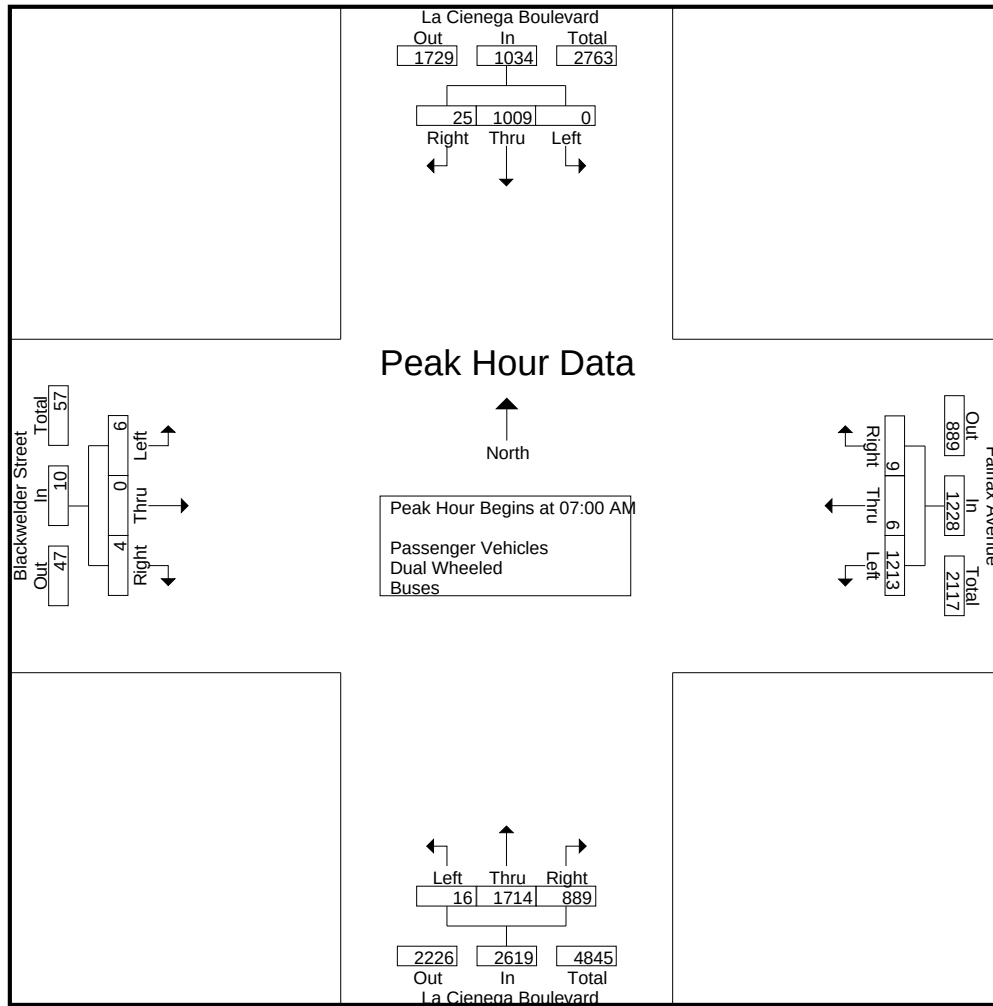
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	212	5	217	308	0	1	309	4	422	253	679	1	0	0	1	1206
07:15 AM	0	249	5	254	317	2	1	320	5	451	230	686	1	0	0	1	1261
07:30 AM	0	290	4	294	328	1	1	330	5	427	221	653	2	0	2	4	1281
07:45 AM	0	258	11	269	260	3	6	269	2	414	185	601	2	0	2	4	1143
Total	0	1009	25	1034	1213	6	9	1228	16	1714	889	2619	6	0	4	10	4891
08:00 AM	0	279	3	282	322	2	3	327	4	381	170	555	0	0	0	0	1164
08:15 AM	1	315	11	327	275	5	4	284	6	400	186	592	1	0	1	2	1205
08:30 AM	0	260	7	267	319	11	3	333	5	350	189	544	3	0	2	5	1149
08:45 AM	0	270	11	281	347	9	1	357	8	355	234	597	2	0	6	8	1243
Total	1	1124	32	1157	1263	27	11	1301	23	1486	779	2288	6	0	9	15	4761
09:00 AM	0	313	10	323	352	8	0	360	9	295	215	519	3	0	1	4	1206
09:15 AM	0	345	13	358	246	8	2	256	5	327	225	557	5	0	2	7	1178
09:30 AM	0	360	11	371	266	6	0	272	6	322	240	568	7	0	9	16	1227
09:45 AM	0	312	9	321	271	7	0	278	6	309	225	540	7	0	4	11	1150
Total	0	1330	43	1373	1135	29	2	1166	26	1253	905	2184	22	0	16	38	4761
Grand Total	1	3463	100	3564	3611	62	22	3695	65	4453	2573	7091	34	0	29	63	14413
Apprch %	0	97.2	2.8		97.7	1.7	0.6		0.9	62.8	36.3		54	0	46		
Total %	0	24	0.7	24.7	25.1	0.4	0.2	25.6	0.5	30.9	17.9	49.2	0.2	0	0.2	0.4	
Passenger Vehicles	0	3396	98	3494	3506	59	22	3587	64	4380	2502	6946	29	0	27	56	14083
% Passenger Vehicles	0	98.1	98	98	97.1	95.2	100	97.1	98.5	98.4	97.2	98	85.3	0	93.1	88.9	97.7
Dual Wheeled	0	54	2	56	59	2	0	61	1	66	44	111	5	0	2	7	235
% Dual Wheeled	0	1.6	2	1.6	1.6	3.2	0	1.7	1.5	1.5	1.7	1.6	14.7	0	6.9	11.1	1.6
Buses	1	13	0	14	46	1	0	47	0	7	27	34	0	0	0	0	95
% Buses	100	0.4	0	0.4	1.3	1.6	0	1.3	0	0.2	1	0.5	0	0	0	0	0.7

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	212	5	217	308	0	1	309	4	422	253	679	1	0	0	1	1206
07:15 AM	0	249	5	254	317	2	1	320	5	451	230	686	1	0	0	1	1261
07:30 AM	0	290	4	294	328	1	1	330	5	427	221	653	2	0	2	4	1281
07:45 AM	0	258	11	269	260	3	6	269	2	414	185	601	2	0	2	4	1143
Total Volume	0	1009	25	1034	1213	6	9	1228	16	1714	889	2619	6	0	4	10	4891
% App. Total	0	97.6	2.4		98.8	0.5	0.7		0.6	65.4	33.9		60	0	40		
PHF	.000	.870	.568	.879	.925	.500	.375	.930	.800	.950	.878	.954	.750	.000	.500	.625	.955

City of Los Angeles
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				08:15 AM				07:00 AM				09:00 AM			
+0 mins.	0	313	10	323	275	5	4	284	4	422	253	679	3	0	1	4
+15 mins.	0	345	13	358	319	11	3	333	5	451	230	686	5	0	2	7
+30 mins.	0	360	11	371	347	9	1	357	5	427	221	653	7	0	9	16
+45 mins.	0	312	9	321	352	8	0	360	2	414	185	601	7	0	4	11
Total Volume	0	1330	43	1373	1293	33	8	1334	16	1714	889	2619	22	0	16	38
% App. Total	0	96.9	3.1		96.9	2.5	0.6		0.6	65.4	33.9		57.9	0	42.1	
PHF	.000	.924	.827	.925	.918	.750	.500	.926	.800	.950	.878	.954	.786	.000	.444	.594

City of Los Angeles
N/S: La Cienega Boulevard
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Weather: Clear

File Name : LACLABFAM
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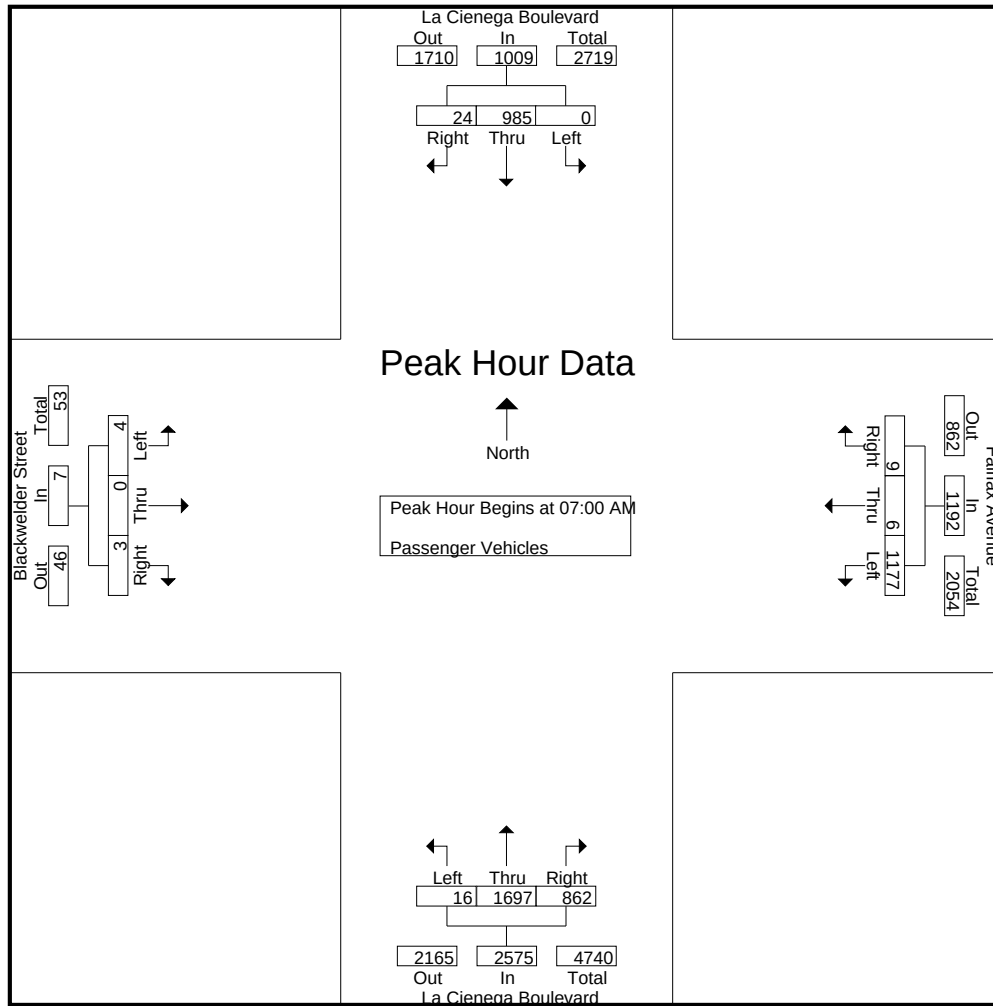
Groups Printed- Passenger Vehicles

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	205	4	209	298	0	1	299	4	417	244	665	1	0	0	1	1174
07:15 AM	0	241	5	246	302	2	1	305	5	448	221	674	0	0	0	0	1225
07:30 AM	0	287	4	291	323	1	1	325	5	421	212	638	1	0	2	3	1257
07:45 AM	0	252	11	263	254	3	6	263	2	411	185	598	2	0	1	3	1127
Total	0	985	24	1009	1177	6	9	1192	16	1697	862	2575	4	0	3	7	4783
08:00 AM	0	276	3	279	311	2	3	316	4	373	170	547	0	0	0	0	1142
08:15 AM	0	310	11	321	268	4	4	276	6	386	185	577	1	0	1	2	1176
08:30 AM	0	258	7	265	313	11	3	327	5	345	189	539	3	0	2	5	1136
08:45 AM	0	265	11	276	342	9	1	352	8	353	234	595	2	0	5	7	1230
Total	0	1109	32	1141	1234	26	11	1271	23	1457	778	2258	6	0	8	14	4684
09:00 AM	0	308	10	318	341	8	0	349	9	289	205	503	3	0	1	4	1174
09:15 AM	0	339	12	351	240	8	2	250	5	321	211	537	4	0	2	6	1144
09:30 AM	0	350	11	361	251	5	0	256	5	312	230	547	6	0	9	15	1179
09:45 AM	0	305	9	314	263	6	0	269	6	304	216	526	6	0	4	10	1119
Total	0	1302	42	1344	1095	27	2	1124	25	1226	862	2113	19	0	16	35	4616
Grand Total	0	3396	98	3494	3506	59	22	3587	64	4380	2502	6946	29	0	27	56	14083
Apprch %	0	97.2	2.8		97.7	1.6	0.6		0.9	63.1	36		51.8	0	48.2		
Total %	0	24.1	0.7	24.8	24.9	0.4	0.2	25.5	0.5	31.1	17.8	49.3	0.2	0	0.2	0.4	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	205	4	209	298	0	1	299	4	417	244	665	1	0	0	1	1174
07:15 AM	0	241	5	246	302	2	1	305	5	448	221	674	0	0	0	0	1225
07:30 AM	0	287	4	291	323	1	1	325	5	421	212	638	1	0	2	3	1257
07:45 AM	0	252	11	263	254	3	6	263	2	411	185	598	2	0	1	3	1127
Total Volume	0	985	24	1009	1177	6	9	1192	16	1697	862	2575	4	0	3	7	4783
% App. Total	0	97.6	2.4		98.7	0.5	0.8		0.6	65.9	33.5		57.1	0	42.9		
PHF	.000	.858	.545	.867	.911	.500	.375	.917	.800	.947	.883	.955	.500	.000	.375	.583	.951

City of Los Angeles
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	205	4	209	298	0	1	299	4	417	244	665	1	0	0	1
+15 mins.	0	241	5	246	302	2	1	305	5	448	221	674	0	0	0	0
+30 mins.	0	287	4	291	323	1	1	325	5	421	212	638	1	0	2	3
+45 mins.	0	252	11	263	254	3	6	263	2	411	185	598	2	0	1	3
Total Volume	0	985	24	1009	1177	6	9	1192	16	1697	862	2575	4	0	3	7
% App. Total	0	97.6	2.4		98.7	0.5	0.8		0.6	65.9	33.5		57.1	0	42.9	
PHF	.000	.858	.545	.867	.911	.500	.375	.917	.800	.947	.883	.955	.500	.000	.375	.583

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

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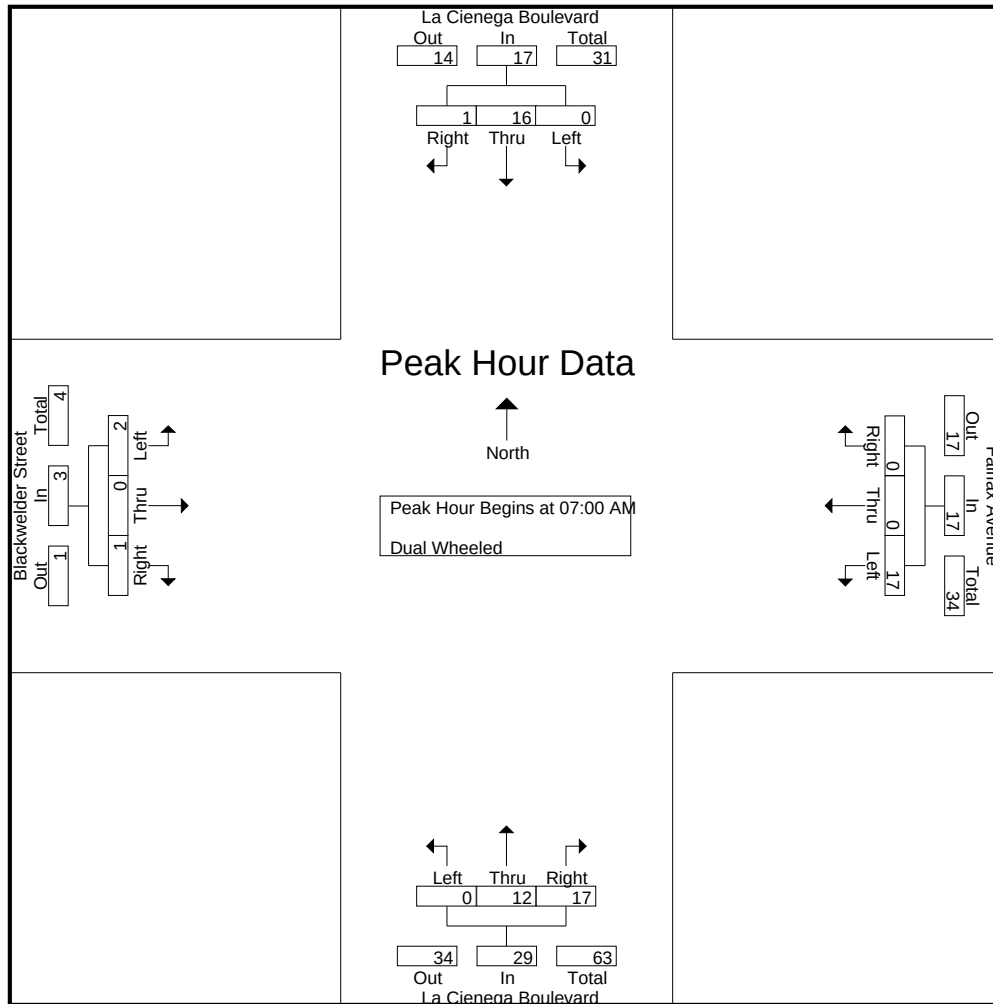
Groups Printed- Dual Wheeled

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	6	0	0	6	0	3	6	9	0	0	0	0	20
07:15 AM	0	6	0	6	5	0	0	5	0	3	6	9	1	0	0	1	21
07:30 AM	0	1	0	1	3	0	0	3	0	4	5	9	1	0	0	1	14
07:45 AM	0	5	0	5	3	0	0	3	0	2	0	2	0	0	1	1	11
Total	0	16	1	17	17	0	0	17	0	12	17	29	2	0	1	3	66
08:00 AM	0	2	0	2	5	0	0	5	0	8	0	8	0	0	0	0	15
08:15 AM	0	5	0	5	4	0	0	4	0	13	1	14	0	0	0	0	23
08:30 AM	0	2	0	2	3	0	0	3	0	5	0	5	0	0	0	0	10
08:45 AM	0	4	0	4	2	0	0	2	0	2	0	2	0	0	1	1	9
Total	0	13	0	13	14	0	0	14	0	28	1	29	0	0	1	1	57
09:00 AM	0	5	0	5	9	0	0	9	0	6	3	9	0	0	0	0	23
09:15 AM	0	5	1	6	5	0	0	5	0	6	8	14	1	0	0	1	26
09:30 AM	0	8	0	8	11	1	0	12	1	10	8	19	1	0	0	1	40
09:45 AM	0	7	0	7	3	1	0	4	0	4	7	11	1	0	0	1	23
Total	0	25	1	26	28	2	0	30	1	26	26	53	3	0	0	3	112
Grand Total	0	54	2	56	59	2	0	61	1	66	44	111	5	0	2	7	235
Apprch %	0	96.4	3.6		96.7	3.3	0		0.9	59.5	39.6		71.4	0	28.6		
Total %	0	23	0.9	23.8	25.1	0.9	0	26	0.4	28.1	18.7	47.2	2.1	0	0.9	3	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	4	1	5	6	0	0	6	0	3	6	9	0	0	0	0	20
07:15 AM	0	6	0	6	5	0	0	5	0	3	6	9	1	0	0	1	21
07:30 AM	0	1	0	1	3	0	0	3	0	4	5	9	1	0	0	1	14
07:45 AM	0	5	0	5	3	0	0	3	0	2	0	2	0	0	1	1	11
Total Volume	0	16	1	17	17	0	0	17	0	12	17	29	2	0	1	3	66
% App. Total	0	94.1	5.9		100	0	0		0	41.4	58.6		66.7	0	33.3		
PHF	.000	.667	.250	.708	.708	.000	.000	.708	.000	.750	.708	.806	.500	.000	.250	.750	.786

City of Los Angeles
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	1	5	6	0	0	6	0	3	6	9	0	0	0	0
+15 mins.	0	6	0	6	5	0	0	5	0	3	6	9	1	0	0	1
+30 mins.	0	1	0	1	3	0	0	3	0	4	5	9	1	0	0	1
+45 mins.	0	5	0	5	3	0	0	3	0	2	0	2	0	0	1	1
Total Volume	0	16	1	17	17	0	0	17	0	12	17	29	2	0	1	3
% App. Total	0	94.1	5.9		100	0	0		0	41.4	58.6		66.7	0	33.3	
PHF	.000	.667	.250	.708	.708	.000	.000	.708	.000	.750	.708	.806	.500	.000	.250	.750

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFAM
Site Code : 16616153
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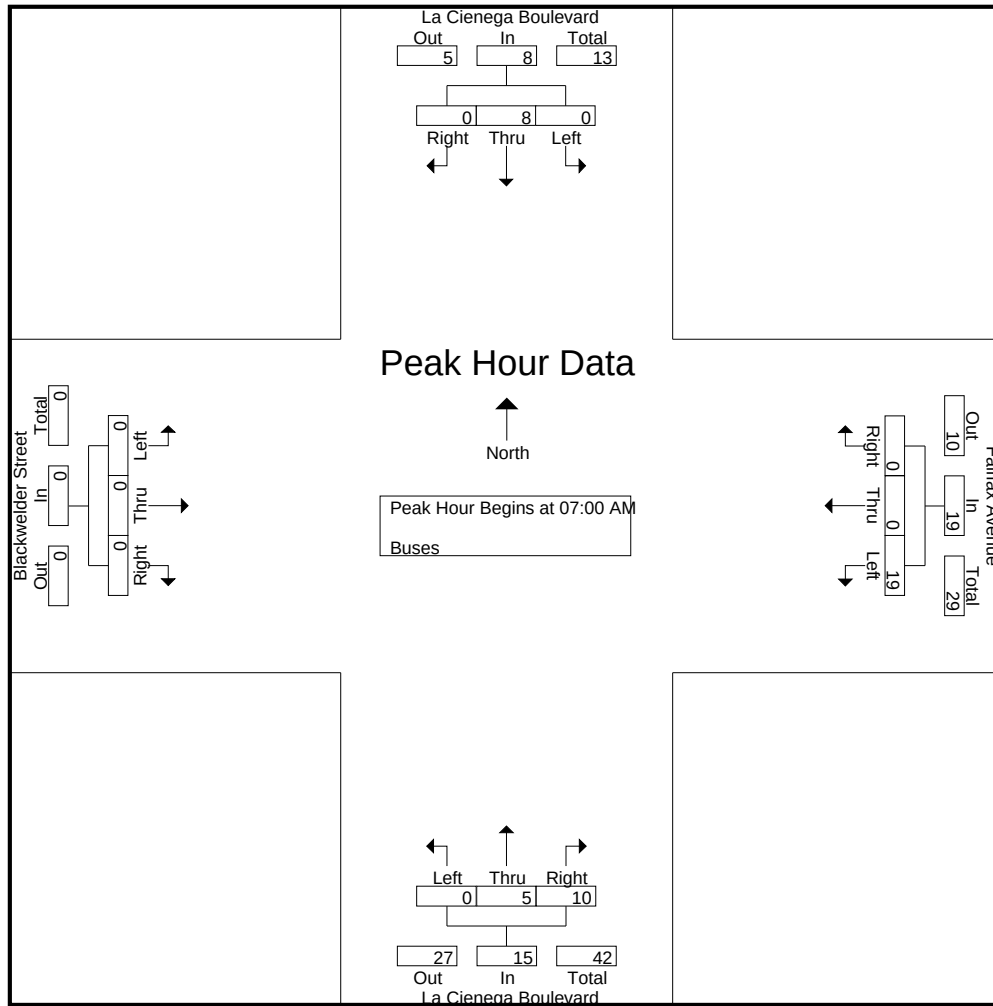
Groups Printed- Buses

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	4	0	0	4	0	2	3	5	0	0	0	0	12
07:15 AM	0	2	0	2	10	0	0	10	0	0	3	3	0	0	0	0	15
07:30 AM	0	2	0	2	2	0	0	2	0	2	4	6	0	0	0	0	10
07:45 AM	0	1	0	1	3	0	0	3	0	1	0	1	0	0	0	0	5
Total	0	8	0	8	19	0	0	19	0	5	10	15	0	0	0	0	42
08:00 AM	0	1	0	1	6	0	0	6	0	0	0	0	0	0	0	0	7
08:15 AM	1	0	0	1	3	1	0	4	0	1	0	1	0	0	0	0	6
08:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	1	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
Total	1	2	0	3	15	1	0	16	0	1	0	1	0	0	0	0	20
09:00 AM	0	0	0	0	2	0	0	2	0	0	7	7	0	0	0	0	9
09:15 AM	0	1	0	1	1	0	0	1	0	0	6	6	0	0	0	0	8
09:30 AM	0	2	0	2	4	0	0	4	0	0	2	2	0	0	0	0	8
09:45 AM	0	0	0	0	5	0	0	5	0	1	2	3	0	0	0	0	8
Total	0	3	0	3	12	0	0	12	0	1	17	18	0	0	0	0	33
Grand Total	1	13	0	14	46	1	0	47	0	7	27	34	0	0	0	0	95
Apprch %	7.1	92.9	0		97.9	2.1	0		0	20.6	79.4		0	0	0		
Total %	1.1	13.7	0	14.7	48.4	1.1	0	49.5	0	7.4	28.4	35.8	0	0	0	0	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	4	0	0	4	0	2	3	5	0	0	0	0	12
07:15 AM	0	2	0	2	10	0	0	10	0	0	3	3	0	0	0	0	15
07:30 AM	0	2	0	2	2	0	0	2	0	2	4	6	0	0	0	0	10
07:45 AM	0	1	0	1	3	0	0	3	0	1	0	1	0	0	0	0	5
Total Volume	0	8	0	8	19	0	0	19	0	5	10	15	0	0	0	0	42
% App. Total	0	100	0		100	0	0		0	33.3	66.7		0	0	0		
PHF	.000	.667	.000	.667	.475	.000	.000	.475	.000	.625	.625	.625	.000	.000	.000	.000	.700

City of Los Angeles
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	4	0	0	4	0	2	3	5	0	0	0	0
+15 mins.	0	2	0	2	10	0	0	10	0	0	3	3	0	0	0	0
+30 mins.	0	2	0	2	2	0	0	2	0	2	4	6	0	0	0	0
+45 mins.	0	1	0	1	3	0	0	3	0	1	0	1	0	0	0	0
Total Volume	0	8	0	8	19	0	0	19	0	5	10	15	0	0	0	0
% App. Total	0	100	0		100	0	0		0	33.3	66.7		0	0	0	
PHF	.000	.667	.000	.667	.475	.000	.000	.475	.000	.625	.625	.625	.000	.000	.000	.000

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFPM
Site Code : 16616153
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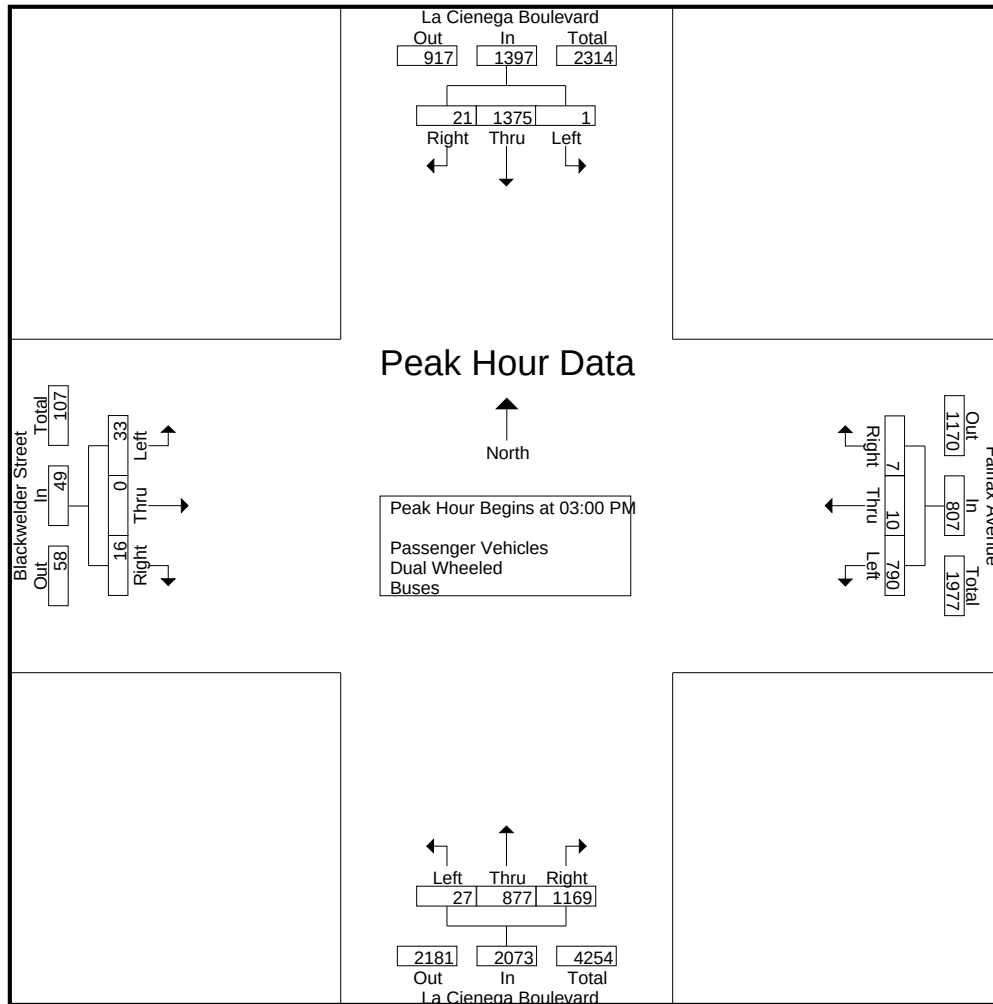
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	370	3	373	190	4	1	195	12	247	311	570	8	0	5	13	1151
03:15 PM	0	316	8	324	212	3	4	219	5	225	318	548	8	0	2	10	1101
03:30 PM	0	334	5	339	197	1	0	198	5	214	256	475	11	0	6	17	1029
03:45 PM	1	355	5	361	191	2	2	195	5	191	284	480	6	0	3	9	1045
Total	1	1375	21	1397	790	10	7	807	27	877	1169	2073	33	0	16	49	4326
04:00 PM	0	312	3	315	190	3	3	196	2	213	323	538	9	0	5	14	1063
04:15 PM	0	343	2	345	163	1	1	165	1	215	311	527	9	0	3	12	1049
04:30 PM	0	320	5	325	169	1	1	171	1	218	277	496	18	0	7	25	1017
04:45 PM	0	345	2	347	181	2	2	185	3	232	304	539	11	0	7	18	1089
Total	0	1320	12	1332	703	7	7	717	7	878	1215	2100	47	0	22	69	4218
05:00 PM	0	368	3	371	161	2	0	163	2	233	327	562	21	0	8	29	1125
05:15 PM	0	308	3	311	141	1	0	142	6	212	340	558	18	0	2	20	1031
05:30 PM	0	281	2	283	146	0	1	147	0	220	304	524	24	0	4	28	982
05:45 PM	0	341	0	341	174	0	1	175	2	226	328	556	22	0	1	23	1095
Total	0	1298	8	1306	622	3	2	627	10	891	1299	2200	85	0	15	100	4233
Grand Total	1	3993	41	4035	2115	20	16	2151	44	2646	3683	6373	165	0	53	218	12777
Apprch %	0	99	1		98.3	0.9	0.7		0.7	41.5	57.8		75.7	0	24.3		
Total %	0	31.3	0.3	31.6	16.6	0.2	0.1	16.8	0.3	20.7	28.8	49.9	1.3	0	0.4	1.7	
Passenger Vehicles	0	3944	39	3983	2039	19	15	2073	42	2623	3576	6241	158	0	52	210	12507
% Passenger Vehicles	0	98.8	95.1	98.7	96.4	95	93.8	96.4	95.5	99.1	97.1	97.9	95.8	0	98.1	96.3	97.9
Dual Wheeled	0	40	2	42	19	1	0	20	2	17	50	69	6	0	1	7	138
% Dual Wheeled	0	1	4.9	1	0.9	5	0	0.9	4.5	0.6	1.4	1.1	3.6	0	1.9	3.2	1.1
Buses	1	9	0	10	57	0	1	58	0	6	57	63	1	0	0	1	132
% Buses	100	0.2	0	0.2	2.7	0	6.2	2.7	0	0.2	1.5	1	0.6	0	0	0.5	1

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	370	3	373	190	4	1	195	12	247	311	570	8	0	5	13	1151
03:15 PM	0	316	8	324	212	3	4	219	5	225	318	548	8	0	2	10	1101
03:30 PM	0	334	5	339	197	1	0	198	5	214	256	475	11	0	6	17	1029
03:45 PM	1	355	5	361	191	2	2	195	5	191	284	480	6	0	3	9	1045
Total Volume	1	1375	21	1397	790	10	7	807	27	877	1169	2073	33	0	16	49	4326
% App. Total	0.1	98.4	1.5		97.9	1.2	0.9		1.3	42.3	56.4		67.3	0	32.7		
PHF	.250	.929	.656	.936	.932	.625	.438	.921	.563	.888	.919	.909	.750	.000	.667	.721	.940

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:15 PM				05:00 PM				05:00 PM			
+0 mins.	0	370	3	373	212	3	4	219	2	233	327	562	21	0	8	29
+15 mins.	0	316	8	324	197	1	0	198	6	212	340	558	18	0	2	20
+30 mins.	0	334	5	339	191	2	2	195	0	220	304	524	24	0	4	28
+45 mins.	1	355	5	361	190	3	3	196	2	226	328	556	22	0	1	23
Total Volume	1	1375	21	1397	790	9	9	808	10	891	1299	2200	85	0	15	100
% App. Total	0.1	98.4	1.5		97.8	1.1	1.1		0.5	40.5	59		85	0	15	
PHF	.250	.929	.656	.936	.932	.750	.563	.922	.417	.956	.955	.979	.885	.000	.469	.862

City of Los Angeles
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Weather: Clear

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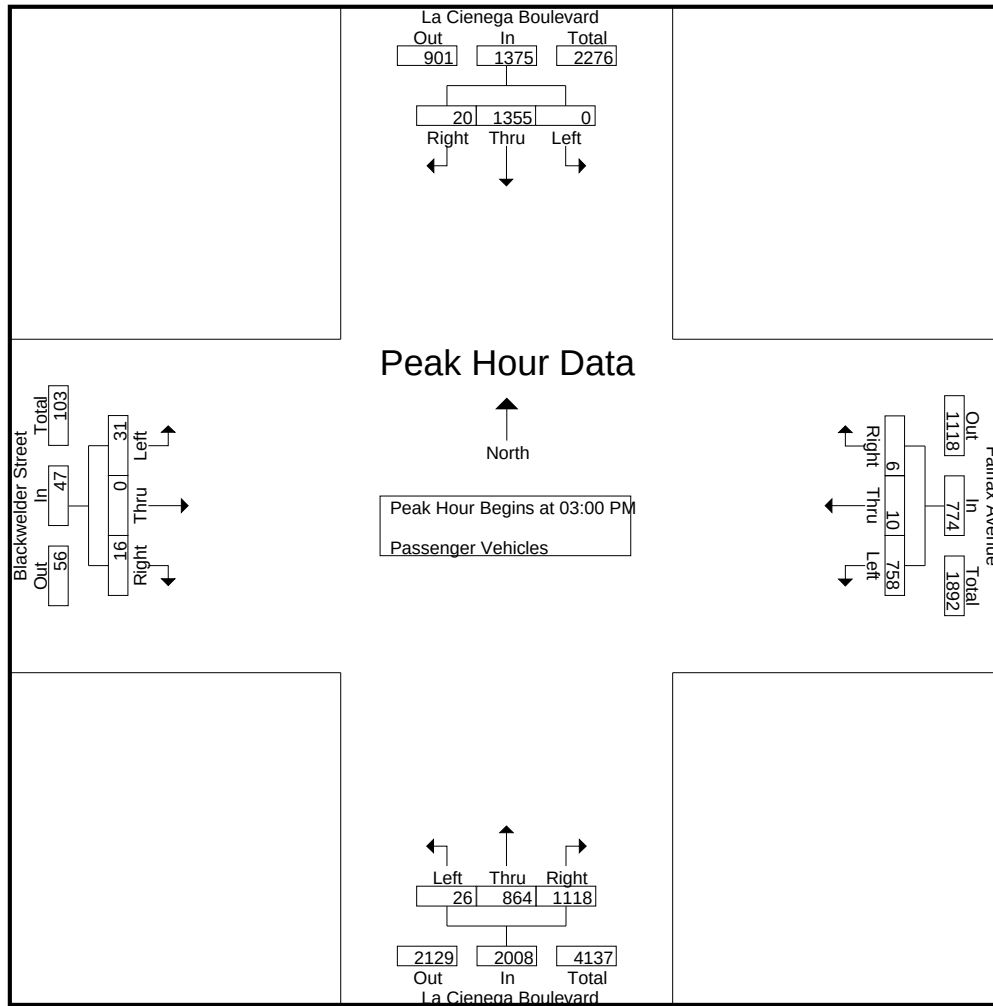
Groups Printed- Passenger Vehicles

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	362	3	365	181	4	1	186	12	241	295	548	8	0	5	13	1112
03:15 PM	0	311	7	318	203	3	3	209	4	224	301	529	7	0	2	9	1065
03:30 PM	0	330	5	335	194	1	0	195	5	209	250	464	10	0	6	16	1010
03:45 PM	0	352	5	357	180	2	2	184	5	190	272	467	6	0	3	9	1017
Total	0	1355	20	1375	758	10	6	774	26	864	1118	2008	31	0	16	47	4204
04:00 PM	0	301	3	304	186	3	3	192	2	213	317	532	8	0	4	12	1040
04:15 PM	0	341	2	343	158	1	1	160	1	214	307	522	9	0	3	12	1037
04:30 PM	0	319	5	324	162	1	1	164	1	216	271	488	18	0	7	25	1001
04:45 PM	0	342	2	344	172	1	2	175	2	231	296	529	11	0	7	18	1066
Total	0	1303	12	1315	678	6	7	691	6	874	1191	2071	46	0	21	67	4144
05:00 PM	0	365	3	368	155	2	0	157	2	231	319	552	21	0	8	29	1106
05:15 PM	0	305	2	307	137	1	0	138	6	211	329	546	16	0	2	18	1009
05:30 PM	0	278	2	280	142	0	1	143	0	218	298	516	22	0	4	26	965
05:45 PM	0	338	0	338	169	0	1	170	2	225	321	548	22	0	1	23	1079
Total	0	1286	7	1293	603	3	2	608	10	885	1267	2162	81	0	15	96	4159
Grand Total	0	3944	39	3983	2039	19	15	2073	42	2623	3576	6241	158	0	52	210	12507
Apprch %	0	99	1		98.4	0.9	0.7		0.7	42	57.3		75.2	0	24.8		
Total %	0	31.5	0.3	31.8	16.3	0.2	0.1	16.6	0.3	21	28.6	49.9	1.3	0	0.4	1.7	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	362	3	365	181	4	1	186	12	241	295	548	8	0	5	13	1112
03:15 PM	0	311	7	318	203	3	3	209	4	224	301	529	7	0	2	9	1065
03:30 PM	0	330	5	335	194	1	0	195	5	209	250	464	10	0	6	16	1010
03:45 PM	0	352	5	357	180	2	2	184	5	190	272	467	6	0	3	9	1017
Total Volume	0	1355	20	1375	758	10	6	774	26	864	1118	2008	31	0	16	47	4204
% App. Total	0	98.5	1.5		97.9	1.3	0.8		1.3	43	55.7		66	0	34		
PHF	.000	.936	.714	.942	.933	.625	.500	.926	.542	.896	.929	.916	.775	.000	.667	.734	.945

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	362	3	365	181	4	1	186	12	241	295	548	8	0	5	13
+15 mins.	0	311	7	318	203	3	3	209	4	224	301	529	7	0	2	9
+30 mins.	0	330	5	335	194	1	0	195	5	209	250	464	10	0	6	16
+45 mins.	0	352	5	357	180	2	2	184	5	190	272	467	6	0	3	9
Total Volume	0	1355	20	1375	758	10	6	774	26	864	1118	2008	31	0	16	47
% App. Total	0	98.5	1.5		97.9	1.3	0.8		1.3	43	55.7		66	0	34	
PHF	.000	.936	.714	.942	.933	.625	.500	.926	.542	.896	.929	.916	.775	.000	.667	.734

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

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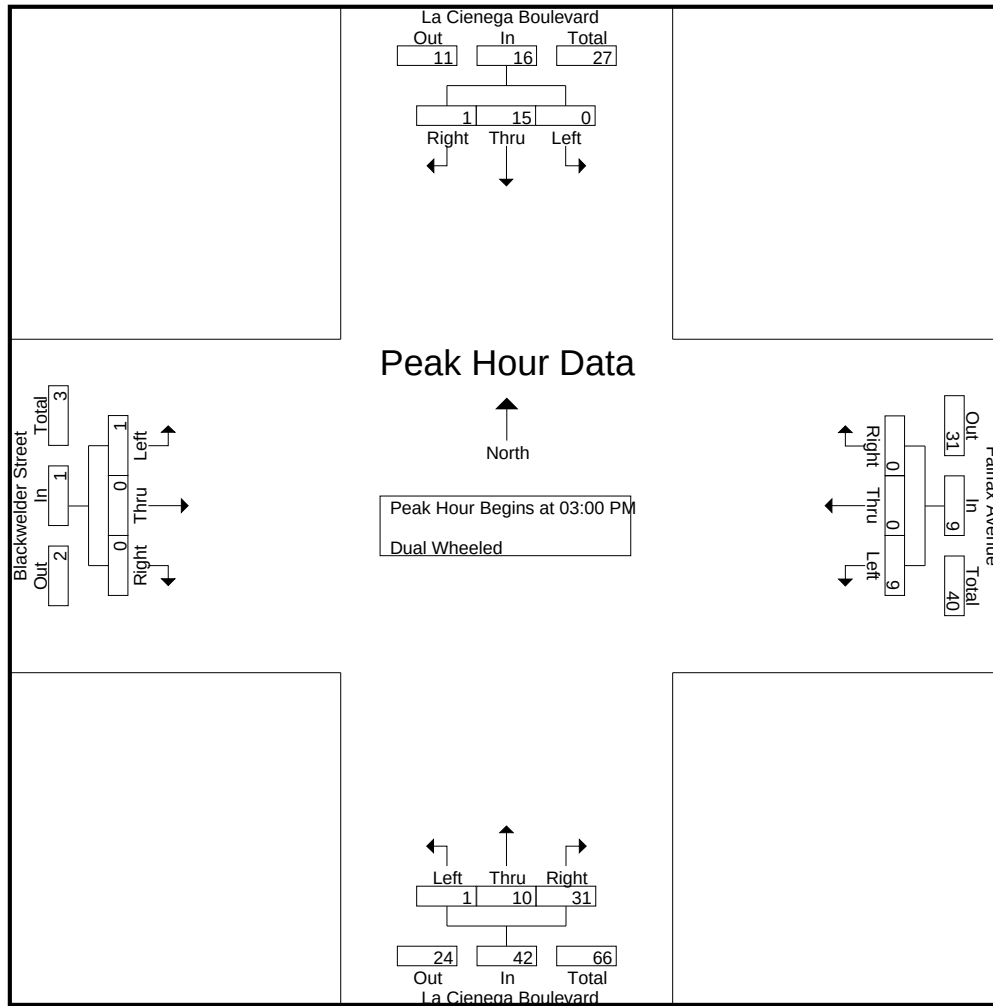
Groups Printed- Dual Wheeled

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	7	0	7	4	0	0	4	0	4	12	16	0	0	0	0	27
03:15 PM	0	3	1	4	2	0	0	2	1	1	11	13	1	0	0	1	20
03:30 PM	0	3	0	3	0	0	0	0	0	4	2	6	0	0	0	0	9
03:45 PM	0	2	0	2	3	0	0	3	0	1	6	7	0	0	0	0	12
Total	0	15	1	16	9	0	0	9	1	10	31	42	1	0	0	1	68
04:00 PM	0	9	0	9	1	0	0	1	0	0	1	1	1	0	1	2	13
04:15 PM	0	2	0	2	1	0	0	1	0	1	2	3	0	0	0	0	6
04:30 PM	0	1	0	1	1	0	0	1	0	2	2	4	0	0	0	0	6
04:45 PM	0	2	0	2	4	1	0	5	1	1	3	5	0	0	0	0	12
Total	0	14	0	14	7	1	0	8	1	4	8	13	1	0	1	2	37
05:00 PM	0	3	0	3	1	0	0	1	0	0	3	3	0	0	0	0	7
05:15 PM	0	3	1	4	2	0	0	2	0	0	6	6	2	0	0	2	14
05:30 PM	0	2	0	2	0	0	0	0	0	2	1	3	2	0	0	2	7
05:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total	0	11	1	12	3	0	0	3	0	3	11	14	4	0	0	4	33
Grand Total	0	40	2	42	19	1	0	20	2	17	50	69	6	0	1	7	138
Apprch %	0	95.2	4.8		95	5	0		2.9	24.6	72.5		85.7	0	14.3		
Total %	0	29	1.4	30.4	13.8	0.7	0	14.5	1.4	12.3	36.2	50	4.3	0	0.7	5.1	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	7	0	7	4	0	0	4	0	4	12	16	0	0	0	0	27
03:15 PM	0	3	1	4	2	0	0	2	1	1	11	13	1	0	0	1	20
03:30 PM	0	3	0	3	0	0	0	0	0	4	2	6	0	0	0	0	9
03:45 PM	0	2	0	2	3	0	0	3	0	1	6	7	0	0	0	0	12
Total Volume	0	15	1	16	9	0	0	9	1	10	31	42	1	0	0	1	68
% App. Total	0	93.8	6.2		100	0	0		2.4	23.8	73.8		100	0	0		
PHF	.000	.536	.250	.571	.563	.000	.000	.563	.250	.625	.646	.656	.250	.000	.000	.250	.630

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFPM
Site Code : 16616153
Start Date : 3/10/2016
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	7	0	7	4	0	0	4	0	4	12	16	0	0	0	0
+15 mins.	0	3	1	4	2	0	0	2	1	1	11	13	1	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	4	2	6	0	0	0	0
+45 mins.	0	2	0	2	3	0	0	3	0	1	6	7	0	0	0	0
Total Volume	0	15	1	16	9	0	0	9	1	10	31	42	1	0	0	1
% App. Total	0	93.8	6.2		100	0	0		2.4	23.8	73.8		100	0	0	
PHF	.000	.536	.250	.571	.563	.000	.000	.563	.250	.625	.646	.656	.250	.000	.000	.250

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFPM
Site Code : 16616153
Start Date : 3/10/2016
Page No : 1

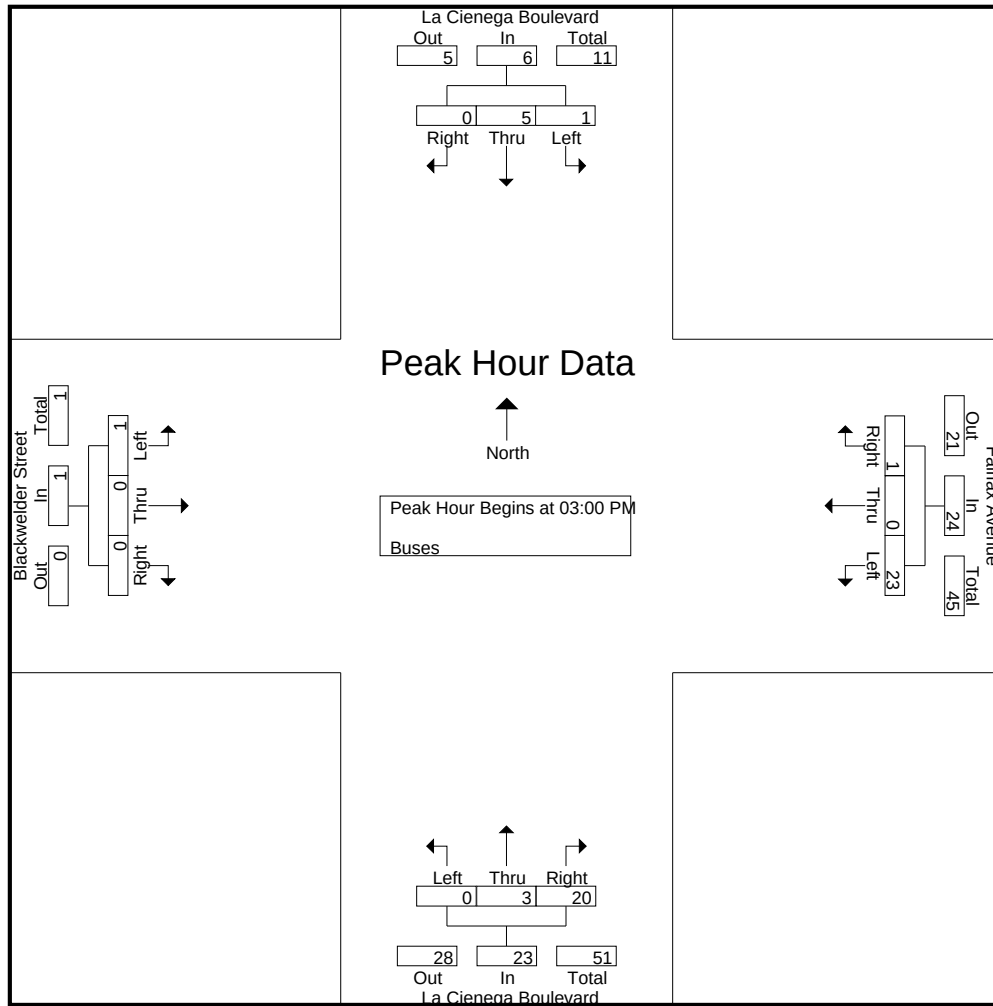
Groups Printed- Buses

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	1	0	1	5	0	0	5	0	2	4	6	0	0	0	0	12
03:15 PM	0	2	0	2	7	0	1	8	0	0	6	6	0	0	0	0	16
03:30 PM	0	1	0	1	3	0	0	3	0	1	4	5	1	0	0	1	10
03:45 PM	1	1	0	2	8	0	0	8	0	0	6	6	0	0	0	0	16
Total	1	5	0	6	23	0	1	24	0	3	20	23	1	0	0	1	54
04:00 PM	0	2	0	2	3	0	0	3	0	0	5	5	0	0	0	0	10
04:15 PM	0	0	0	0	4	0	0	4	0	0	2	2	0	0	0	0	6
04:30 PM	0	0	0	0	6	0	0	6	0	0	4	4	0	0	0	0	10
04:45 PM	0	1	0	1	5	0	0	5	0	0	5	5	0	0	0	0	11
Total	0	3	0	3	18	0	0	18	0	0	16	16	0	0	0	0	37
05:00 PM	0	0	0	0	5	0	0	5	0	2	5	7	0	0	0	0	12
05:15 PM	0	0	0	0	2	0	0	2	0	1	5	6	0	0	0	0	8
05:30 PM	0	1	0	1	4	0	0	4	0	0	5	5	0	0	0	0	10
05:45 PM	0	0	0	0	5	0	0	5	0	0	6	6	0	0	0	0	11
Total	0	1	0	1	16	0	0	16	0	3	21	24	0	0	0	0	41
Grand Total	1	9	0	10	57	0	1	58	0	6	57	63	1	0	0	1	132
Apprch %	10	90	0		98.3	0	1.7		0	9.5	90.5		100	0	0		
Total %	0.8	6.8	0	7.6	43.2	0	0.8	43.9	0	4.5	43.2	47.7	0.8	0	0	0.8	

	La Cienega Boulevard Southbound				Fairfax Avenue Westbound				La Cienega Boulevard Northbound				Blackwelder Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	1	0	1	5	0	0	5	0	2	4	6	0	0	0	0	12
03:15 PM	0	2	0	2	7	0	1	8	0	0	6	6	0	0	0	0	16
03:30 PM	0	1	0	1	3	0	0	3	0	1	4	5	1	0	0	1	10
03:45 PM	1	1	0	2	8	0	0	8	0	0	6	6	0	0	0	0	16
Total Volume	1	5	0	6	23	0	1	24	0	3	20	23	1	0	0	1	54
% App. Total	16.7	83.3	0		95.8	0	4.2		0	13	87		100	0	0		
PHF	.250	.625	.000	.750	.719	.000	.250	.750	.000	.375	.833	.958	.250	.000	.000	.250	.844

City of Los Angeles
N/S: La Cienega Boulevard
E/W: Blackwelder Street/Fairfax Avenue
Weather: Clear

File Name : LACLABFPM
Site Code : 16616153
Start Date : 3/10/2016
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	0	1	0	1	5	0	0	5	0	2	4	6	0	0	0	0
+15 mins.	0	2	0	2	7	0	1	8	0	0	6	6	0	0	0	0
+30 mins.	0	1	0	1	3	0	0	3	0	1	4	5	1	0	0	1
+45 mins.	1	1	0	2	8	0	0	8	0	0	6	6	0	0	0	0
Total Volume	1	5	0	6	23	0	1	24	0	3	20	23	1	0	0	1
% App. Total	16.7	83.3	0		95.8	0	4.2		0	13	87		100	0	0	
PHF	.250	.625	.000	.750	.719	.000	.250	.750	.000	.375	.833	.958	.250	.000	.000	.250

APPENDIX C

STUDY INTERSECTIONS GEOMETRICS AND SIGNAL PHASING

APPENDIX D
RELATED PROJECTS TRIP GENERATION RATES

Appendix D

Related Project Trip Generation Rates & Equations

Apartment (per du) – LU 220

Daily:	$T = 6.65 \text{ (DU)}$
AM Peak Hour:	$T = 0.51 \text{ (DU)}; \text{ I/B} = 20\%, \text{ O/B} = 80\%$
PM Peak Hour:	$T = 0.62 \text{ (DU)}; \text{ I/B} = 65\%, \text{ O/B} = 35\%$

Regional Community Center (per 1,000 sf) – LU 495

Daily:	$T = 33.82 \text{ (A)}$
AM Peak Hour:	$T = 2.05 \text{ (A)}; \text{ I/B} = 66\%, \text{ O/B} = 34\%$
PM Peak Hour:	$T = 2.74 \text{ (A)}; \text{ I/B} = 49\%, \text{ O/B} = 51\%$

Middle School (per student) – LU 522

Daily:	$T = 1.62 \text{ (S)}$
AM Peak Hour:	$T = 0.54 \text{ (S)}; \text{ I/B} = 55\%, \text{ O/B} = 45\%$
PM Peak Hour:	$T = 0.16 \text{ (S)}; \text{ I/B} = 49\%, \text{ O/B} = 51\%$

Museum (per 1,000 sq. ft.) – LU 580

Daily:	$T = \text{n/a}$
AM Peak Hour:	$T = 0.28 \text{ (A)}; \text{ I/B} = 86\%, \text{ O/B} = 14\%$
PM Peak Hour:	$T = 0.18 \text{ (A)}; \text{ I/B} = 16\%, \text{ O/B} = 84\%$

General Office Building (per 1,000 sf) – LU 710

Daily:	$T = 11.03 \text{ (A)}$
AM Peak Hour:	$T = 1.56 \text{ (A)}; \text{ I/B} = 88\%, \text{ O/B} = 12\%$
PM Peak Hour:	$T = 1.49 \text{ (A)}; \text{ I/B} = 17\%, \text{ O/B} = 83\%$

Shopping Center (per 1,000 sq. ft.) – LU 820

Daily:	$T = 42.70 \text{ (A)}$
AM Peak Hour:	$T = 0.96 \text{ (A)}; \text{ I/B} = 62\%, \text{ O/B} = 38\%$
PM Peak Hour:	$T = 3.71 \text{ (A)}; \text{ I/B} = 48\%, \text{ O/B} = 52\%$

Tire Store (per 1,000 sq. ft.) – LU 848

Daily:	$T = 24.87 \text{ (A)}$
AM Peak Hour:	$T = 2.89 \text{ (A)}; \text{ I/B} = 63\%, \text{ O/B} = 37\%$
PM Peak Hour:	$T = 4.15 \text{ (A)}; \text{ I/B} = 43\%, \text{ O/B} = 57\%$

Convenience Market (Open 15-16 Hours) (per 1,000 sq. ft.) – LU 852

Daily:	$T = \text{n/a}$
AM Peak Hour:	$T = 31.02 \text{ (A)}; \text{ I/B} = 50\%, \text{ O/B} = 50\%$
PM Peak Hour:	$T = 34.57 \text{ (A)}; \text{ I/B} = 49\%, \text{ O/B} = 51\%$

High-Turnover (Sit-Down) Restaurant (per 1,000 sq. ft.) – LU 932

Daily: T = 127.15 (A)
AM Peak Hour: T = 10.81 (A); I/B = 55%, O/B = 45%
PM Peak Hour: T = 9.85 (A); I/B = 60%, O/B = 40%

Automated Car Wash (per 1,000 sq. ft.) – LU 948

Daily: T = n/a
AM Peak Hour:^[1] T = 7.06 (A); I/B = 50%, O/B = 50%
PM Peak Hour: T = 14.12 (A); I/B = 50%, O/B = 50%

Where:

T	= trip ends	I/B	= inbound percentages
LU	= ITE land use code	O/B	= outbound percentages
A	= building size in 1,000's of square feet	DU	= dwelling units
S	= student		

Source:

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Note:

[1] Am trip generation rate not available; Assumed half of PM trip generation rate.

APPENDIX E
CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	DUQUESNE AVE.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	5/9/2016					
1	East-West Street:	CULVER BLVD.		Projection Year:	2020		Peak Hour:	AM		Reviewed by:	HS		Project:						
No. of Phases		4		4		4		4		4		4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0							
Override Capacity		1		1		1		1		1		1							
		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	0	121	121	1	127	1	127	0	127	1	127		127		0
	Left-Through																		
	Through	348	1	348	2	350	350	-12	350	1	350	2	352	1	352		352		0
	Through-Right																		
	Right	108	1	78	2	110	73	7	119	1	85	2	121	1	80		121		0
SOUTHBOUND	Left	35	1	35	0	35	35	-3	33	1	33	0	33	1	33		33		0
	Left-Through																		
	Through	229	1	229	11	240	240	6	244	1	244	11	255	1	255		255		0
	Through-Right																		
	Right	111	1	44	0	111	44	-3	113	1	49	0	113	1	49		113		0
EASTBOUND	Left	134	1	134	0	134	134	-11	128	1	128	0	128	1	128		128		0
	Left-Through																		
	Through	1073	1	575	0	1073	576	40	1157	1	619	0	1157	1	620		1157		0
	Through-Right																		
	Right	76	1	76	2	78	78	2	81	0	81	2	83	0	83		83		0
WESTBOUND	Left	61	1	61	13	74	74	6	69	1	69	13	82	1	82		82		0
	Left-Through																		
	Through	823	1	430	0	823	430	62	918	1	474	0	918	1	474		918		0
	Through-Right																		
	Right	36	1	36	0	36	36	-7	30	0	30	0	30	0	30		30		0
CRITICAL VOLUMES		North-South: 383			North-South: 385			North-South: 383				North-South: 385				North-South: 0			
		East-West: 636			East-West: 650			East-West: 688				East-West: 702				East-West: 0			
		SUM: 1019			SUM: 1035			SUM: 1071				SUM: 1087				SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:		0.741			0.753			0.779				0.791				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.671			0.683			0.709				0.721				0.000			
LEVEL OF SERVICE (LOS):		B			B			C				C				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.709
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street: DUQUESNE AVE.			Year of Count: 2016			Ambient Growth: (%): 1			Conducted by:		Date: 5/9/2016						
1		East-West Street: CULVER BLVD.			Projection Year: 2020			Peak Hour: PM			Reviewed by:		Project:						
No. of Phases		4			4			4			4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0			0		0						
ATSAC-1 or ATSAC+ATCS-2?		1			1			1			1		1						
Override Capacity		0			0			0			0		0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	79	1	79	2	81	81	2	84	1	84	2	86	1	86	86			0
	Left-Through		0							0				0					
	Through	184	1	184	10	194	194	11	202	1	202	10	212	1	212	212			0
	Through-Right		0							0				0					
	Right	86	1	70	12	98	81	8	97	1	75	12	109	1	86	109			0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	174	1	174	0	174	174	-2	179	1	179	0	179	1	179	179			0
	Left-Through		0							0				0					
	Through	330	1	330	2	332	332	3	346	1	346	2	348	1	348	348			0
	Through-Right		0							0				0					
	Right	260	1	199	0	260	199	-2	269	1	202	0	269	1	202	269			0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	123	1	123	0	123	123	6	134	1	134	0	134	1	134	134			0
	Left-Through		0							0				0					
	Through	827	1	460	0	827	460	64	925	1	511	0	925	1	511	925			0
	Through-Right		1							1				1					
	Right	92	0	92	0	92	92	1	97	0	97	0	97	0	97	97			0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	33	1	33	2	35	35	10	44	1	44	2	46	1	46	46			0
	Left-Through		0							0				0					
	Through	722	1	377	0	722	377	41	792	1	414	0	792	1	414	792			0
	Through-Right		1							1				1					
	Right	32	0	32	0	32	32	2	35	0	35	0	35	0	35	35			0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South: 409 East-West: 500 SUM: 909			North-South: 413 East-West: 500 SUM: 913			North-South: 430 East-West: 555 SUM: 985			North-South: 434 East-West: 557 SUM: 991			North-South: 0 East-West: 0 SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.661			0.664			0.716			0.721			0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.591			0.594			0.646			0.651			0.000					
LEVEL OF SERVICE (LOS):		A			A			B			B			A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.005	Δ v/c after mitigation:	-0.646
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	DUQUESNE AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	5/9/2016									
2	East-West Street:	BRADDOCK DR.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000	NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33		33	0	0
	Left-Through		0							0				0					
	Through	473	0	519	4	477	523	-3	489	0	537	4	493	0	541		493	0	0
	Through-Right		0							0				0					
	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0		15	0	0
	Left-Through-Right		1							1				1					
SOUTHBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24		24	0	0
	Left-Through		0							0				0					
	Through	331	0	368	26	357	394	14	358	0	397	26	384	0	423		384	0	0
	Through-Right		0							0				0					
	Right	14	0	0	0	14	0	0	15	0	0	0	15	0	0		15	0	0
	Left-Through-Right		1							1				1					
EASTBOUND	Left	68	0	68	0	68	68	0	71	0	71	0	71	0	71		71	0	0
	Left-Through		0							0				0					
	Through	167	0	280	0	167	280	0	174	0	292	0	174	0	292		174	0	0
	Through-Right		0							0				0					
	Right	45	0	0	0	45	0	0	47	0	0	0	47	0	0		47	0	0
	Left-Through-Right		1							1				1					
WESTBOUND	Left	20	0	20	0	20	20	0	21	0	21	0	21	0	21		21	0	0
	Left-Through		0							0				0					
	Through	104	0	180	0	104	180	0	108	0	187	0	108	0	187		108	0	0
	Through-Right		0							0				0					
	Right	56	0	0	0	56	0	0	58	0	0	0	58	0	0		58	0	0
	Left-Through-Right		1							1				1					
CRITICAL VOLUMES		North-South: 542 East-West: 300 SUM: 842	North-South: 546 East-West: 300 SUM: 846	North-South: 561 East-West: 313 SUM: 874	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878	North-South: 565 East-West: 313 SUM: 878
VOLUME/CAPACITY (V/C) RATIO:		0.842	0.846	0.874	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.842	0.846	0.874	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878	0.878
LEVEL OF SERVICE (LOS):		D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.874
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:	North-South Street:		DUQUESNE AVE.				Year of Count: 2016			Ambient Growth: (%): 1			Conducted by:		Date: 5/9/2016				
	2	East-West Street:		BRADDOCK DR.				Projection Year: 2020			Peak Hour: PM			Reviewed by:		Project:			
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 2 SB-- 2 EB-- 2 WB-- 2			NB-- 2 SB-- 2 EB-- 2 WB-- 2			NB-- 2 SB-- 2 EB-- 2 WB-- 2			NB-- 2 SB-- 2 EB-- 2 WB-- 2					
		ATSAC-1 or ATSAC+ATCS-2?			0			0			0			0					
		Override Capacity			1000			1000			1000			1000					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	0	50	0	50	50	0	52	0	52	0	52	0	52		52	0	
	Left-Through		0							0			0						
	Through	331	0	396	23	354	419	21	365	0	433	23	388	0	456		388	0	
	Through-Right		0							0			0						
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0		16	0	
	Left-Through-Right		1							1			1						
	Left-Right																		
SOUTHBOUND	Left	41	0	41	0	41	41	0	43	0	43	0	43	0	43		43	0	
	Left-Through		0							0			0						
	Through	404	0	472	5	409	477	15	435	0	506	5	440	0	511		440	0	
	Through-Right		0							0			0						
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0		28	0	
	Left-Through-Right		1							1			1						
	Left-Right																		
EASTBOUND	Left	34	0	34	0	34	34	0	35	0	35	0	35	0	35		35	0	
	Left-Through		0							0			0						
	Through	109	0	208	0	109	208	0	113	0	216	0	113	0	216		113	0	
	Through-Right		0							0			0						
	Right	65	0	0	0	65	0	0	68	0	0	0	68	0	0		68	0	
	Left-Through-Right		1							1			1						
	Left-Right																		
WESTBOUND	Left	28	0	28	0	28	28	0	29	0	29	0	29	0	29		29	0	
	Left-Through		0							0			0						
	Through	78	0	133	0	78	133	0	81	0	138	0	81	0	138		81	0	
	Through-Right		0							0			0						
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0		28	0	
	Left-Through-Right		1							1			1						
	Left-Right																		
CRITICAL VOLUMES		North-South: 522 East-West: 236 SUM: 758			North-South: 527 East-West: 236 SUM: 763			North-South: 558 East-West: 245 SUM: 803				North-South: 563 East-West: 245 SUM: 808				North-South: 0 East-West: 0 SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:		0.758			0.763			0.803				0.808				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.758			0.763			0.803				0.808				0.000			
LEVEL OF SERVICE (LOS):		C			C			D				D				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.005	$\Delta v/c$ after mitigation:	-0.803
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	DUQUESNE AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	5/9/2016										
3	East-West Street:	LUCERNE AVE.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000		NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000		NB-- 2 SB-- 2 EB-- 2 WB-- 2 1000		NB-- SB-- EB-- WB-- 1000											
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through																			
	Through	468	1	468	4	472	472	-5	482	1	482	4	486	1	486		486		0	
	Through-Right																			
	Right	312	1	312	0	312	312	0	325	1	325	0	325	1	325		325		0	
SOUTHBOUND	Left-Through-Right		0							0				0						
	Left	87	0	87	0	87	87	0	91	0	91	0	91	0	91		91		0	
	Left-Through		1							1			1							
	Through	335	0	422	26	361	448	13	362	0	453	26	388	0	479		388		0	
	Through-Right		0							0			0							
EASTBOUND	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Left-Through-Right		0							0			0							
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Left-Through		0							0			0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
WESTBOUND	Through-Right		0							0			0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Left-Through-Right		0							0			0							
	Left	244	0	244	0	244	244	0	254	0	254	0	254	0	254		254		0	
	Left-Through		0							0			0							
CRITICAL VOLUMES	Through	0	0	312	0	0	312	0	0	0	325	0	0	0	325		0		0	
	Through-Right		0							0			0							
	Right	68	0	0	0	68	0	0	71	0	0	0	71	0	0		71		0	
	Left-Through-Right		1							1			1							
	Left-Right																			
			North-South: 555 East-West: 312 SUM: 867			North-South: 559 East-West: 312 SUM: 871			North-South: 573 East-West: 325 SUM: 898				North-South: 577 East-West: 325 SUM: 902				North-South: 0 East-West: 0 SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:			0.867			0.871			0.898				0.902				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.867			0.871			0.898				0.902				0.000			
LEVEL OF SERVICE (LOS):			D			D			D				E				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.004	Δv/c after mitigation:	-0.898
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	DUQUESNE AVE.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	5/9/2016					
3	East-West Street:	LUCERNE AVE.		Projection Year:	2020		Peak Hour:	PM		Reviewed by:	HS		Project:						
No. of Phases		0		0		0		0		0		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2	NB-- 2	SB-- 2				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2	EB-- 2	WB-- 2				
Override Capacity		1000		1000		1000		1000		1000		1000		1000					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0																
	Through	341	1	341	23	364	364	19	374	1	374	23	397	1	397		397		0
	Through-Right		0																
	Right	188	1	188	0	188	188	0	196	1	196	0	196	1	196		196		0
SOUTHBOUND	Left-Through-Right		0																
	Left-Right																		
	Left	63	0	63	0	63	63	0	66	0	66	0	66	0	66		66		0
	Left-Through		1																
	Through	456	0	519	5	461	524	13	488	0	554	5	493	0	559		493		0
EASTBOUND	Through-Right		0																
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0																
	Left-Right																		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
WESTBOUND	Left-Through		0																
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Through-Right		0																
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through-Right		0																
CRITICAL VOLUMES	Left-Right		1																
	Left	229	0	229	0	229	229	0	238	0	238	0	238	0	238		238		0
	Left-Through		0																
	Through	0	0	291	0	0	291	0	0	0	303	0	0	0	303		0		0
	Through-Right		0																
VOLUME/CAPACITY (V/C) RATIO:	Right	62	0	0	0	62	0	0	65	0	0	0	65	0	0		65		0
	Left-Through-Right		1																
	Left-Right																		
	CRITICAL VOLUMES	North-South: 519			North-South: 524			North-South: 554				North-South: 559				North-South: 0			
	East-West: 291				East-West: 291			East-West: 303				East-West: 303				East-West: 0			
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM: 810				SUM: 815			SUM: 857				SUM: 862				SUM: 0			
	VOLUME/CAPACITY (V/C) RATIO:		0.810			0.815			0.857				0.862				0.000		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.810			0.815			0.857				0.862				0.000		
	LEVEL OF SERVICE (LOS):		D			D			D				D				A		
	REMARKS:																		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.005	Δv/c after mitigation:	-0.857
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	OVERLAND AVE.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	5/9/2016					
4	East-West Street:	JEFFERSON BLVD.		Projection Year:	2020		Peak Hour:	AM		Reviewed by:	HS		Project:						
No. of Phases		4				4						4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 3	NB-- 3	SB-- 3	NB-- 3	SB-- 3	NB-- 3	SB-- 3	NB-- 3	SB-- 3	NB--	SB--						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB--	WB--						
Override Capacity		1		1		1		1		1		1							
		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	0	45	45	2	49	1	49	0	49	1	49	49		0	
	Left-Through		0							0				0					
	Through	806	2	403	0	806	403	4	843	2	422	0	843	2	422	843		0	
	Through-Right		0							0				0					
	Right	329	1	177	16	345	192	0	342	1	184	16	358	1	198	358		0	
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	175	1	175	2	177	177	3	185	1	185	2	187	1	187	187		0	
	Left-Through		0							0				0					
	Through	482	2	241	0	482	241	33	535	2	268	0	535	2	268	535		0	
	Through-Right		0							0				0					
	Right	367	1	105	0	367	105	17	399	1	108	0	399	1	108	399		0	
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	477	2	262	0	477	262	33	529	2	291	0	529	2	291	529		0	
	Left-Through		0							0				0					
	Through	938	1	501	12	950	507	41	1017	1	550	12	1029	1	556	1029		0	
	Through-Right		1							1				1					
	Right	64	0	64	0	64	64	16	83	0	83	0	83	0	83	83		0	
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	277	2	152	2	279	153	0	288	2	158	2	290	2	160	290		0	
	Left-Through		0							0				0					
	Through	856	2	428	2	858	429	40	931	2	466	2	933	2	467	933		0	
	Through-Right		0							0				0					
	Right	344	1	257	0	344	256	13	371	1	279	0	371	1	278	371		0	
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South: 578		North-South: 580		North-South: 607		North-South: 609		North-South: 609		North-South: 609		North-South: 609		North-South: 0		0	
		East-West: 690		East-West: 691		East-West: 757		East-West: 758		East-West: 758		East-West: 758		East-West: 758		East-West: 0		0	
		SUM: 1268		SUM: 1271		SUM: 1364		SUM: 1367		SUM: 1367		SUM: 1367		SUM: 1367		SUM: 0		0	
VOLUME/CAPACITY (V/C) RATIO:		0.922		0.924		0.992		0.994		0.994		0.994		0.994		0.000		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.852		0.854		0.922		0.924		0.924		0.924		0.924		0.000		0.000	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E		A		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.922
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:	North-South Street:	OVERLAND AVE.			Year of Count: 2016			Ambient Growth: (%):			1	Conducted by:		Date:	5/9/2016				
	4	East-West Street:	JEFFERSON BLVD.			Projection Year: 2020			Peak Hour:			PM	Reviewed by:	HS	Project:				
No. of Phases				4			4			4			4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0			0			0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	3	NB--	3	3	NB--	3	3	NB--	3	3	NB--	3	NB--			
		EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	EB--			
ATSAC-1 or ATSAC+ATCS-2?				1			1			1			1						
Override Capacity				0			0			0			0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	0	96	96	6	106	1	106	0	106	1	106		106		0
	Left-Through		0							0				0					
	Through	519	2	260	0	519	260	10	550	2	275	0	550	2	275		550		0
	Through-Right		0							0				0					
	Right	510	1	291	3	513	285	0	531	1	303	3	534	1	297		534		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	173	1	173	0	173	173	9	189	1	189	0	189	1	189		189		0
	Left-Through		0							0				0					
	Through	797	2	399	0	797	399	23	852	2	426	0	852	2	426		852		0
	Through-Right		0							0				0					
	Right	328	1	152	0	328	152	33	374	1	177	0	374	1	177		374		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	320	2	176	0	320	176	26	359	2	197	0	359	2	197		359		0
	Left-Through		0							0				0					
	Through	927	1	499	2	929	500	58	1023	1	554	2	1025	1	555		1025		0
	Through-Right		1							1				1					
	Right	70	0	70	0	70	70	11	84	0	84	0	84	0	84		84		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	399	2	219	15	414	228	0	415	2	228	15	430	2	237		430		0
	Left-Through		0							0				0					
	Through	679	2	340	11	690	345	51	758	2	379	11	769	2	385		769		0
	Through-Right		0							0				0					
	Right	169	1	83	2	171	85	5	181	1	87	2	183	1	89		183		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South: 495			North-South: 495			North-South: 532			North-South: 532			North-South: 0					
		East-West: 718			East-West: 728			East-West: 782			East-West: 792			East-West: 0					
		SUM: 1213			SUM: 1223			SUM: 1314			SUM: 1324			SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.882			0.889			0.956			0.963			0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.812			0.819			0.886			0.893			0.000					
LEVEL OF SERVICE (LOS):		D			D			D			D			A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.007	$\Delta v/c$ after mitigation:	-0.886
Significant impacted?	NO	Fully mitigated?	N/A

Result.xls

Result.xls

I/S #:	North-South Street:		PROJECT DWY.				Year of Count: 2016			Ambient Growth: (%): 1			Conducted by:		Date:		5/9/2016		
	6	East-West Street:		JEFFERSON BLVD.				Projection Year: 2020			Peak Hour: AM			Reviewed by:		HS		Project:	
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?		1		1		1		1		1		1					
		Override Capacity		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0							0				0					
	Through	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	
	Through-Right		0							0				0					
	Right	2	0	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	
	Left-Through-Right Left-Right		1							1				1					
SOUTHBOUND	Left	0	0	0	8	8	8	0	0	0	0	8	8	0	8	8	0	0	
	Left-Through		0							0				0					
	Through	0	0	0	0	0	12	0	0	0	0	0	0	0	12	0	0	0	
	Through-Right		0							0				0					
	Right	0	0	0	4	4	0	0	0	0	0	4	4	0	0	4	0	0	
	Left-Through-Right Left-Right		1							1				1					
EASTBOUND	Left	0	1	0	30	30	30	0	0	1	0	30	30	1	30	30	0	0	
	Left-Through		0							0				0					
	Through	1424	1	713	0	1424	713	52	1534	1	768	0	1534	1	768	1534	0	0	
	Through-Right		1							1				1					
	Right	1	0	1	0	1	1	0	1	0	1	0	1	0	1	1	0	0	
	Left-Through-Right Left-Right		0							0				0					
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	Left-Through		0							0				0					
	Through	1566	1	783	0	1566	811	124	1754	1	877	0	1754	1	905	1754	0	0	
	Through-Right		1							1				1					
	Right	0	0	0	56	56	56	0	0	0	0	56	56	0	56	56	0	0	
	Left-Through-Right Left-Right		0							0				0					
CRITICAL VOLUMES		North-South: 2 East-West: 783 SUM: 785		North-South: 12 East-West: 841 SUM: 853		North-South: 2 East-West: 877 SUM: 879		North-South: 12 East-West: 935 SUM: 947		North-South: 0 East-West: 0 SUM: 0									
VOLUME/CAPACITY (V/C) RATIO:		0.523		0.569		0.586		0.631		0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.453		0.499		0.516		0.561		0.000									
LEVEL OF SERVICE (LOS):		A		A		A		A		A									

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.045	Δ v/c after mitigation:	-0.516
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:		North-South Street:			PROJECT DWY.			Year of Count: 2016			Ambient Growth: (%):			1		Conducted by:		Date:		5/9/2016	
6		East-West Street:			JEFFERSON BLVD.			Projection Year: 2020			Peak Hour:			PM		Reviewed by:		HS		Project:	
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2			2			2		2					
		Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0			NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0			
		Override Capacity			1			1			1			1		1		1			
		0			0			0			0			0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through		0							0				0							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through-Right		0							0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through-Right		1							1				1							
Left-Right																					
SOUTHBOUND	Left	0	0	0	50	50	50	0	0	0	0	50	50	0	50		50		0		
	Left-Through		0							0				0							
	Through	0	0	0	0	0	77	0	0	0	0	0	0	0	77		0		0		
	Through-Right		0							0				0							
	Right	0	0	0	27	27	0	0	0	0	0	27	27	0	0		27		0		
	Left-Through-Right		1							1				1							
Left-Right																					
EASTBOUND	Left	0	1	0	6	6	6	0	0	1	0	6	6	1	6		6		0		
	Left-Through		0							0				0							
	Through	1819	1	910	0	1819	910	90	1983	1	992	0	1983	1	992		1983		0		
	Through-Right		1							1				1							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		
	Left-Through-Right		0							0				0							
Left-Right																					
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1		1		0		
	Left-Through		0							0				0							
	Through	1132	1	566	0	1132	571	106	1284	1	642	0	1284	1	647		1284		0		
	Through-Right		1							1				1							
	Right	0	0	0	10	10	10	0	0	0	0	10	10	0	10		10		0		
	Left-Through-Right		0							0				0							
Left-Right																					
CRITICAL VOLUMES		North-South: 0			North-South: 77			North-South: 0				North-South: 77				North-South: 0					
		East-West: 911			East-West: 911			East-West: 993				East-West: 993				East-West: 0					
		SUM: 911			SUM: 988			SUM: 993				SUM: 1070				SUM: 0					
VOLUME/CAPACITY (V/C) RATIO:		0.607			0.659			0.662				0.713				0.000					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.537			0.589			0.592				0.643				0.000					
LEVEL OF SERVICE (LOS):		A			A			A				B				A					

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.051	$\Delta v/c$ after mitigation:	-0.592
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: DUQUESNE AVE.			Year of Count: 2016			Ambient Growth: (%): 1			Conducted by:		Date: 6/6/2016						
7		East-West Street: JEFFERSON BLVD.			Projection Year: 2020			Peak Hour: AM			Reviewed by:		Project:						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity																			
		3			3			3			3		3						
		0			0			0			0		0						
		0			0			0			0		0						
		1			1			1			1		1						
		0			0			0			0		0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	9	0	9	9	0	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	35	1	35	0	35	35	0	36	1	36	0	36	1	36	0	36	1	36
	Through-Right		0							0				0				0	
	Right	5	1	0	0	5	0	0	5	1	0	0	5	1	0	0	5	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	262	1	262	0	262	262	3	276	1	276	0	276	1	276	0	276	1	152
	Left-Through		0							0				0				0	
	Through	26	0	294	0	26	320	0	27	0	316	0	27	0	342	0	27	0	152
	Through-Right		1							1				1				1	
	Right	268	0	0	26	294	0	10	289	0	0	26	315	0	0	0	315	1	158
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	300	1	300	4	304	304	-1	311	1	311	4	315	1	315	0	315	1	315
	Left-Through		0							0				0				0	
	Through	1080	1	560	4	1084	562	53	1177	1	609	4	1181	1	611	0	1181	1	611
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	30	1	30	0	30	30	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1318	2	659	30	1348	674	114	1486	2	743	30	1516	2	758	0	1516	2	758
	Through-Right		0							0				0				0	
	Right	434	1	303	0	434	303	-4	448	1	310	0	448	1	310	0	448	1	372
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South: 303 East-West: 959 SUM: 1262			North-South: 329 East-West: 978 SUM: 1307			North-South: 325 East-West: 1054 SUM: 1379				North-South: 351 East-West: 1073 SUM: 1424				North-South: 194 East-West: 1073 SUM: 1267			
VOLUME/CAPACITY (V/C) RATIO:					0.886							0.999							
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.816							0.929							
LEVEL OF SERVICE (LOS):					D							E							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.031	Δv/c after mitigation:	-0.079
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			DUQUESNE AVE.			Year of Count:			2016		Ambient Growth: (%):			1		Conducted by:				Date:		6/6/2016	
7		East-West Street:			JEFFERSON BLVD.			Projection Year:			2020		Peak Hour:			PM		Reviewed by:		HS		Project:			
No. of Phases					3			3			3			3			3			3					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			1					
Right Turns: FREE-1, NRTOR-2 or OLA-3?					NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0			NB-- 3 SB-- 0								
ATSAC-1 or ATSAC+ATCS-2?					EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0			EB-- 0 WB-- 0								
Override Capacity					1			1			1			1			1			1					
					0			0			0			0			0			0					
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	42	1	42	0	42	42	0	44	1	44	0	44	1	44	0	44	1	43						
	Left-Through		0							0				0				1							
	Through	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	0	43						
	Through-Right		0							0				0				0							
	Right	41	1	9	0	41	9	0	43	1	10	0	43	1	10	0	43	1	10						
	Left-Through-Right		0							0				0				0							
	Left-Right																								
SOUTHBOUND	Left	448	1	448	0	448	448	2	468	1	468	0	468	1	468	0	468	1	251						
	Left-Through		0							0				0				1							
	Through	33	0	328	0	33	333	0	34	0	352	0	34	0	357	0	34	0	251						
	Through-Right		1							1				1				0							
	Right	295	0	0	5	300	0	11	318	0	0	5	323	0	0	0	323	1	147						
	Left-Through-Right		0							0				0				0							
	Left-Right																								
EASTBOUND	Left	304	1	304	23	327	327	13	329	1	329	23	352	1	352	0	352	1	352						
	Left-Through		0							0				0				0							
	Through	1519	1	770	27	1546	783	77	1658	1	840	27	1685	1	853	0	1685	1	853						
	Through-Right		1							1				1				1							
	Right	20	0	20	0	20	20	0	21	0	21	0	21	0	21	0	21	0	21						
	Left-Through-Right		0							0				0				0							
	Left-Right																								
WESTBOUND	Left	32	1	32	0	32	32	0	33	1	33	0	33	1	33	0	33	1	33						
	Left-Through		0							0				0				0							
	Through	812	2	406	6	818	409	95	940	2	470	6	946	2	473	0	946	2	473						
	Through-Right		0							0				0				0							
	Right	207	1	0	0	207	0	6	221	1	0	0	221	1	0	0	221	1	96						
	Left-Through-Right		0							0				0				0							
	Left-Right																								
CRITICAL VOLUMES					North-South: 488			North-South: 488			North-South: 510			North-South: 510			North-South: 294								
					East-West: 802			East-West: 815			East-West: 873			East-West: 886			East-West: 886								
					SUM: 1290			SUM: 1303			SUM: 1383			SUM: 1396			SUM: 1180								
VOLUME/CAPACITY (V/C) RATIO:					0.905			0.914			0.971			0.980			0.828								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.835			0.844			0.901			0.910			0.758								
LEVEL OF SERVICE (LOS):					D			D			E			E			C								

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	-0.143
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:	North-South Street:		JEFFERSON BLVD.			Year of Count: 2016			Ambient Growth: (%)			1	Conducted by:				Date:		5/9/2016	
	8	East-West Street:		HIGUERA ST./RODEO RD.			Projection Year: 2020			Peak Hour:			AM	Reviewed by:		HS		Project:		
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					4				4				4			4				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--		SB--
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--		WB--
Override Capacity					2				2				2			2				
					0				0				0			0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	112	1	112	0	112	112	1	118	1	118	0	118	1	118		118		0	
	Left-Through		0							0				0						
	Through	686	1	344	2	688	346	48	762	1	385	2	764	1	387		764		0	
	Through-Right		1							1				1						
	Right	1	0	1	2	3	3	7	8	0	8	2	10	0	10		10		0	
	Left-Through-Right		0							0				0						
	Left-Right																			
SOUTHBOUND	Left	144	1	144	0	144	144	0	150	1	150	0	150	1	150		150		0	
	Left-Through		0							0				0						
	Through	849	2	425	17	866	433	84	967	2	484	17	984	2	492		984		0	
	Through-Right		0							0				0						
	Right	41	1	30	0	41	30	0	43	1	32	0	43	1	32		43		0	
	Left-Through-Right		0							0				0						
	Left-Right																			
EASTBOUND	Left	22	1	22	0	22	22	0	23	1	23	0	23	1	23		23		0	
	Left-Through		0							0				0						
	Through	143	2	72	0	143	72	0	149	2	75	0	149	2	75		149		0	
	Through-Right		0							0				0						
	Right	62	1	6	0	62	6	7	72	1	13	0	72	1	13		72		0	
	Left-Through-Right		0							0				0						
	Left-Right																			
WESTBOUND	Left	926	2	509	13	939	516	30	994	2	547	13	1007	2	554		1007		0	
	Left-Through		0							0				0						
	Through	610	1	610	0	610	610	0	635	1	635	0	635	1	635		635		0	
	Through-Right		0							0				0						
	Right	400	1	328	0	400	328	0	416	1	341	0	416	1	341		416		0	
	Left-Through-Right		0							0				0						
	Left-Right																			
CRITICAL VOLUMES		North-South: 537 East-West: 632 SUM: 1169			North-South: 545 East-West: 632 SUM: 1177			North-South: 602 East-West: 658 SUM: 1260				North-South: 610 East-West: 658 SUM: 1268				North-South: 0 East-West: 0 SUM: 0				
VOLUME/CAPACITY (V/C) RATIO:		0.850			0.856			0.916				0.922				0.000				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.750			0.756			0.816				0.822				0.000				
LEVEL OF SERVICE (LOS):		C			C			D				D				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.006	Δ v/c after mitigation:	-0.816
Significant impacted?	NO	Fully mitigated?	N/A

Result.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	JEFFERSON BLVD.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	6/6/2016	
9	East-West Street:	NATIONAL BLVD.		Projection Year:	2020		Peak Hour:	AM		Reviewed by:	HS		Project:		
No. of Phases		4		4		4		4		4		4		4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		3	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1		1	
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0	
Override Capacity		2		2		2		2		2		2		2	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0													

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	JEFFERSON BLVD.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	6/6/2016	
9	East-West Street:	NATIONAL BLVD.		Projection Year:	2020		Peak Hour:	PM		Reviewed by:	HS		Project:		
No. of Phases		4		4		4		4		4		4		4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		3	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1		1		1		1		1		1		1	
ATSAC-1 or ATSAC+ATCS-2?		0		0		0		0		0		0		0	
Override Capacity		2		2		2		2		2		2		2	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0		0		0		0		0		0		0	
SB--		1		1		1		1		1		1		1	
EB--		3		3		3		3		3		3		0	
WB--		0		0		0		0		0		0		0	
NB--		0													

Level of Service Worksheet (Circular 212 Method)



9

PROJECT TITLE:

North-South Street: JEFFERSON BLVD.

East-West Street: NATIONAL BLVD.

Scenario: Existing with Project with Mitigation

Count Date: 2016

Analyst:

Date: 6/6/2016

		AM PEAK HOUR			PM PEAK HOUR		
		No. of Phases			No. of Phases		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4
Right Turns: FREE-1, NRTOR-2 or OLA-3?				3			3
ATSAC-1 or ATSAC+ATCS-2?				1			1
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	1	357	191	1	191
	Left-Through		0			0	
	Through	594	2	297	795	2	398
	Through-Right		0			0	
	Right	31	1	29	10	1	7
	Left-Through-Right		0			0	
	Left-Right						
SOUTHBOUND	Left	24	1	24	7	1	7
	Left-Through		0			0	
	Through	866	1	866	414	1	414
	Through-Right		0			0	
	Right	799	1	0	238	1	0
	Left-Through-Right		0			0	
	Left-Right						
EASTBOUND	Left	270	1	153	494	1	252
	Left-Through		1			1	
	Through	35	0	153	9	0	252
	Through-Right		0			0	
	Right	264	1	0	386	1	195
	Left-Through-Right		0			0	
	Left-Right						
WESTBOUND	Left	4	0	4	7	0	7
	Left-Through		1			1	
	Through	12	0	16	15	0	22
	Through-Right		0			0	
	Right	15	1	3	20	1	17
	Left-Through-Right		0			0	
	Left-Right						
CRITICAL VOLUMES		North-South:		1223	North-South:		605
		East-West:		169	East-West:		274
		SUM:		1392	SUM:		879
VOLUME/CAPACITY (V/C) RATIO:		With Signal Improvement:		1.002	With Signal Improvement:		0.629
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.902			0.529
LEVEL OF SERVICE (LOS):				E			A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	LA CIENEGA BLVD.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	5/9/2016									
10	East-West Street:	FAIRFAX AVE./BLACKWELDER ST.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:										
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 0 EB-- 0 WB-- 0	NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	16	0	17	1	17	0	17	1	17		17		0
	Left-Through		2							0				0					
	Through	1714	0	857	0	1714	857	140	1924	2	962	0	1924	2	962		1924		0
	Through-Right		0							0				0					
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
SOUTHBOUND	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0
	Left-Through		0							0				0					
	Through	1009	2	345	3	1012	346	104	1154	2	393	3	1157	2	394		1157		0
EASTBOUND	Through-Right		1							1				1					
	Right	25	0	25	0	25	25	0	26	0	26	0	26	0	26		26		0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	Left	6	0	6	0	6	6	0	6	0	6	0	6	0	6		6		0
WESTBOUND	Left-Through		0							0				0					
	Through	0	0	10	0	0	10	0	0	0	10	0	0	0	10		0		0
	Through-Right		0							0				0					
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0		4		0
	Left-Through-Right		1							1				1					
CRITICAL VOLUMES	Left-Right		0							0				0					
	Left	1213	2	667	17	1230	677	112	1374	2	756	17	1391	2	765		1391		0
	Left-Through		0							0				0					
	Through	6	0	15	0	6	15	0	6	0	15	0	6	0	15		6		0
	Through-Right		1							1				1					
VOLUME/CAPACITY (V/C) RATIO:	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0		9		0
	Left-Through-Right		0							0				0					
	Left-Right		0							0				0					
	CRITICAL VOLUMES	North-South: 857 East-West: 677 SUM: 1534			North-South: 857 East-West: 687 SUM: 1544			North-South: 962 East-West: 766 SUM: 1728			North-South: 962 East-West: 775 SUM: 1737			North-South: 962 East-West: 775 SUM: 1737			North-South: 0 East-West: 0 SUM: 0		
	VOLUME/CAPACITY (V/C) RATIO:		1.076			1.084			1.213				1.219				0.000		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.976			0.984			1.113				1.119				0.000		
	LEVEL OF SERVICE (LOS):		E			E			F				F				A		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.006	Δv/c after mitigation:	-1.113
Significant impacted?	NO	Fully mitigated?	N/A

I/S #:	North-South Street:		LA CIENEGA BLVD.				Year of Count: 2016			Ambient Growth: (%):			1	Conducted by:		Date:	5/9/2016				
10	East-West Street:		FAIRFAX AVE./BLACKWELDER ST.				Projection Year: 2020			Peak Hour:			PM	Reviewed by:		HS	Project:				
		No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				3			3			3			3						
		Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 0 EB-- 0 WB-- 0		0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		0		NB-- 2 SB-- 0 EB-- 0 WB-- 0		NB-- 2 SB-- 0 EB-- 0 WB-- 0			
		ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2						
		Override Capacity				0			0			0			0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28		28		0		
	Left-Through		0							0				0							
	Through	877	2	439	2	879	440	128	1041	2	521	2	1043	2	522		1043		0		
	Through-Right		0							0				0							
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		
	Left-Through-Right Left-Right		0							0				0							
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0		
	Left-Through		0							0				0							
	Through	1375	2	465	1	1376	466	162	1593	2	538	1	1594	2	539		1594		0		
	Through-Right		1							1				1							
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22		22		0		
	Left-Through-Right Left-Right		0							0				0							
EASTBOUND	Left	33	0	33	0	33	33	0	34	0	34	0	34	0	34		34		0		
	Left-Through		0							0				0							
	Through	0	0	49	0	0	49	0	0	0	51	0	0	0	51		0		0		
	Through-Right		0							0				0							
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0		17		0		
	Left-Through-Right Left-Right		1							1				1							
WESTBOUND	Left	790	2	435	3	793	436	146	968	2	532	3	971	2	534		971		0		
	Left-Through		0							0				0							
	Through	10	0	17	0	10	17	0	10	0	17	0	10	0	17		10		0		
	Through-Right		1							1				1							
	Right	7	0	0	0	7	0	0	7	0	0	0	7	0	0		7		0		
	Left-Through-Right Left-Right		0							0				0							
CRITICAL VOLUMES		North-South: East-West: SUM:		492 484 976		North-South: East-West: SUM:		493 485 978		North-South: East-West: SUM:		566 583 1149		North-South: East-West: SUM:		567 585 1152		North-South: East-West: SUM:		0 0 0	
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):				0.685 0.585 A				0.686 0.586 A				0.806 0.706 C				0.808 0.708 C				0.000 0.000 A	

REMARKS:

Version: 1i Beta: 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	$\Delta v/c$ after mitigation:	-0.706
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: JEFFERSON BLVD.			Year of Count: 2016			Ambient Growth: (%): 1				Conducted by:		Date: 4/21/2016					
9		East-West Street: NATIONAL BLVD.			Projection Year: 2020			Peak Hour: AM				Reviewed by:		Project:					
No. of Phases		4			4			4				4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		1			1			1				1		3					
ATSAC-1 or ATSAC+ATCS-2?		0			0			0				0		0					
Override Capacity		2			2			2				2		2					
		0			0			0				0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	1	357	0	357	357	24	395	1	395	0	395	1	395	0	395	1	395
	Left-Through		0							0				0				0	
	Through	592	2	296	2	594	297	23	639	2	320	2	641	2	321	0	641	2	321
	Through-Right		0							0				0				0	
	Right	31	1	29	0	31	29	0	32	1	30	0	32	1	30	0	32	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right																		
SOUTHBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	849	1	849	17	866	866	67	950	1	950	17	967	1	967	0	967	1	939
	Through-Right		0							0				0				0	
	Right	799	1	0	0	799	0	79	910	1	0	0	910	1	0	0	910	0	910
	Left-Through-Right		0							0				0				0	
	Left-Right																		
EASTBOUND	Left	270	1	153	0	270	153	55	336	1	186	0	336	1	186	0	336	1	186
	Left-Through		1							1				1				1	
	Through	35	0	153	0	35	153	0	36	0	186	0	36	0	186	0	36	0	186
	Through-Right		0							0				0				0	
	Right	264	1	0	0	264	0	17	292	1	0	0	292	1	0	0	292	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right																		
WESTBOUND	Left	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	12	0	16	0	12	16	0	12	0	16	0	12	0	16	0	12	0	16
	Through-Right		0							0				0				0	
	Right	15	1	3	0	15	3	0	16	1	4	0	16	1	4	0	16	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right																		
CRITICAL VOLUMES		North-South: 1206 East-West: 169 SUM: 1375			North-South: 1223 East-West: 169 SUM: 1392			North-South: 1345 East-West: 202 SUM: 1547				North-South: 1362 East-West: 202 SUM: 1564				North-South: 1334 East-West: 202 SUM: 1536			
VOLUME/CAPACITY (V/C) RATIO:		1.000			1.012			1.125				1.137				1.117			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.900			0.912			1.025				1.037				1.017			
LEVEL OF SERVICE (LOS):		D			E			F				F				F			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: JEFFERSON BLVD.			Year of Count: 2016			Ambient Growth: (%): 1				Conducted by:		Date: 4/21/2016					
9		East-West Street: NATIONAL BLVD.			Projection Year: 2020			Peak Hour: PM				Reviewed by:		HS		Project:			
No. of Phases		4			4			4				4		4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2				2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 1			NB-- 0 SB-- 1			NB-- 0 SB-- 1				NB-- 0 SB-- 1		NB-- 0 SB-- 1					
ATSAC-1 or ATSAC+ATCS-2?		EB-- 3 WB-- 0			EB-- 3 WB-- 0			EB-- 3 WB-- 0				EB-- 3 WB-- 0		EB-- 3 WB-- 0					
Override Capacity		2			2			2				2		2					
		0			0			0				0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	191	1	191	0	191	191	21	220	1	220	0	220	1	220	0	220	1	220
	Left-Through		0							0				0				0	
	Through	780	2	390	15	795	398	42	854	2	427	15	869	2	435	0	869	2	435
	Through-Right		0							0				0				0	
	Right	10	1	7	0	10	7	0	10	1	7	0	10	1	7	0	10	1	7
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right																		
	Left	7	1	7	0	7	7	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	411	1	411	3	414	414	54	482	1	482	3	485	1	485	0	485	1	403
EASTBOUND	Through-Right		0							0				0				0	
	Right	238	1	0	0	238	0	72	320	1	0	0	320	1	0	0	320	0	320
	Left-Through-Right		0							0				0				0	
	Left-Right																		
	Left	494	1	252	0	494	252	79	593	1	301	0	593	1	301	0	593	1	301
WESTBOUND	Left-Through		1							1				1				1	
	Through	9	0	252	0	9	252	0	9	0	301	0	9	0	301	0	9	0	301
	Through-Right		0							0				0				0	
	Right	386	1	195	0	386	195	22	424	1	204	0	424	1	204	0	424	1	204
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 602 East-West: 274 SUM: 876			North-South: 605 East-West: 274 SUM: 879			North-South: 702 East-West: 324 SUM: 1026				North-South: 705 East-West: 324 SUM: 1029				North-South: 623 East-West: 324 SUM: 947			
VOLUME/CAPACITY (V/C) RATIO:		0.637			0.639			0.746				0.748				0.689			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.537			0.539			0.646				0.648				0.589			
LEVEL OF SERVICE (LOS):		A			A			B				B				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.002	Δv/c after mitigation:	-0.057
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



9

PROJECT TITLE:

North-South Street: JEFFERSON BLVD.

East-West Street: NATIONAL BLVD.

Scenario: Existing with Project with Mitigation

Count Date: 2016

Analyst:

Date: 4/21/2016

No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		AM PEAK HOUR			PM PEAK HOUR		
				4			4
				0			0
		NB -- 0	SB --	3	NB -- 0	SB --	3
		EB -- 0	WB --	0	EB -- 0	WB --	0
				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	357	1	357	191	1	191
	Left-Through		0			0	
	Through	594	2	297	795	2	398
	Through-Right		0			0	
	Right	31	1	31	10	1	10
	Left-Through-Right		0			0	
SOUTHBOUND	Left	24	1	24	7	1	7
	Left-Through		0			0	
	Through	866	1	833	414	1	326
	Through-Right		1			1	
	Right	799	0	799	238	0	238
	Left-Through-Right		0			0	
EASTBOUND	Left	270	1	153	494	1	252
	Left-Through		1			1	
	Through	35	0	153	9	0	252
	Through-Right		0			0	
	Right	264	1	86	386	1	291
	Left-Through-Right		0			0	
WESTBOUND	Left	4	0	4	7	0	7
	Left-Through		1			1	
	Through	12	0	16	15	0	22
	Through-Right		0			0	
	Right	15	1	3	20	1	17
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		1190	North-South:		517
		East-West:		169	East-West:		298
		SUM:		1359	SUM:		815
VOLUME/CAPACITY (V/C) RATIO:				0.988			0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.888			0.493
LEVEL OF SERVICE (LOS):				D			A

APPENDIX F
FREEWAY OFF-RAMP COUNTS

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WAM
Site Code :
Start Date : 2/4/2016
Page No : 1

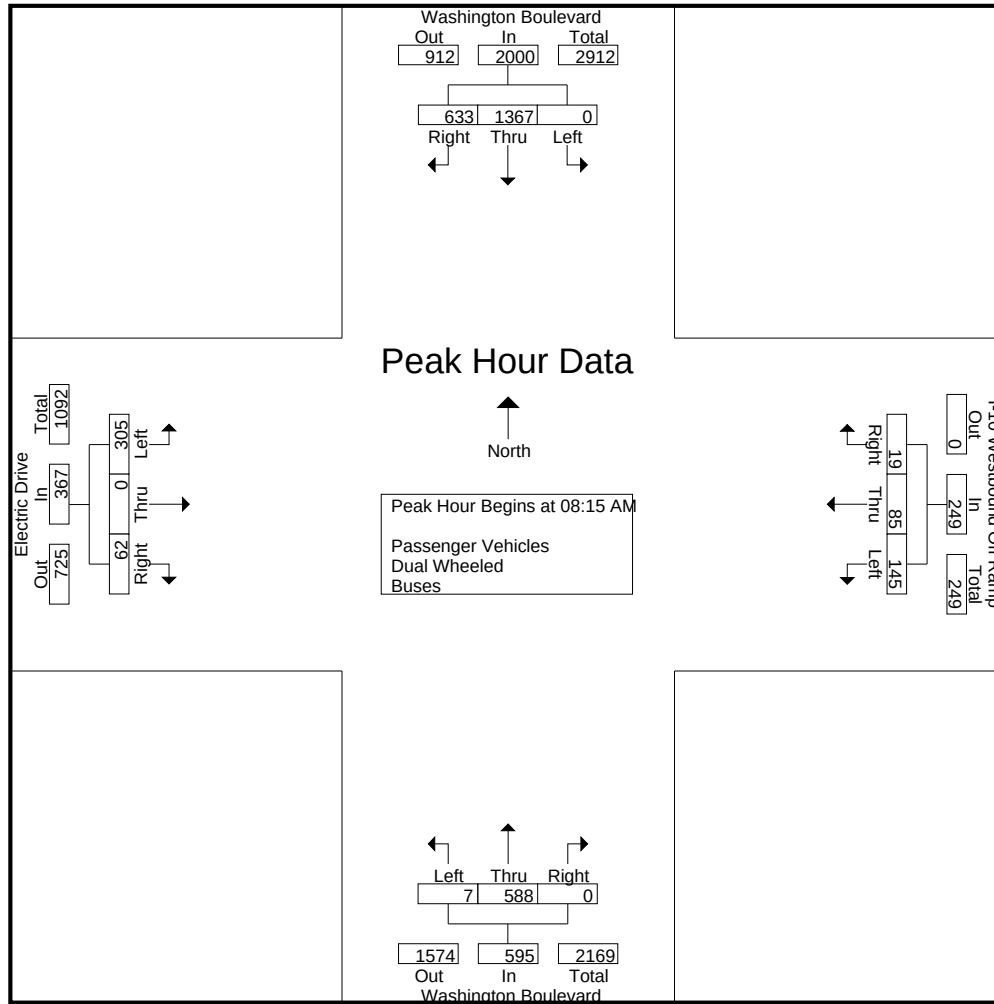
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	346	184	530	52	22	3	77	5	62	0	67	18	0	26	44	718
07:15 AM	0	384	178	562	41	17	5	63	4	112	0	116	31	0	24	55	796
07:30 AM	0	357	163	520	34	10	2	46	8	118	0	126	57	0	25	82	774
07:45 AM	0	297	148	445	28	12	11	51	7	150	0	157	58	0	21	79	732
Total	0	1384	673	2057	155	61	21	237	24	442	0	466	164	0	96	260	3020
08:00 AM	0	241	137	378	27	18	11	56	6	150	0	156	62	0	22	84	674
08:15 AM	0	318	164	482	28	13	3	44	2	152	0	154	62	0	17	79	759
08:30 AM	0	363	165	528	31	21	12	64	1	152	0	153	87	0	19	106	851
08:45 AM	0	386	162	548	37	23	2	62	1	163	0	164	65	0	9	74	848
Total	0	1308	628	1936	123	75	28	226	10	617	0	627	276	0	67	343	3132
09:00 AM	0	300	142	442	49	28	2	79	3	121	0	124	91	0	17	108	753
09:15 AM	0	239	107	346	71	33	9	113	3	131	0	134	77	0	17	94	687
09:30 AM	0	251	121	372	47	33	9	89	2	116	0	118	62	0	21	83	662
09:45 AM	0	208	126	334	65	24	17	106	3	78	0	81	47	0	16	63	584
Total	0	998	496	1494	232	118	37	387	11	446	0	457	277	0	71	348	2686
Grand Total	0	3690	1797	5487	510	254	86	850	45	1505	0	1550	717	0	234	951	8838
Apprch %	0	67.2	32.8		60	29.9	10.1		2.9	97.1	0		75.4	0	24.6		
Total %	0	41.8	20.3	62.1	5.8	2.9	1	9.6	0.5	17	0	17.5	8.1	0	2.6	10.8	
Passenger Vehicles	0	3618	1766	5384	475	236	80	791	42	1463	0	1505	683	0	105	788	8468
% Passenger Vehicles	0	98	98.3	98.1	93.1	92.9	93	93.1	93.3	97.2	0	97.1	95.3	0	44.9	82.9	95.8
Dual Wheeled	0	51	23	74	32	18	6	56	3	38	0	41	16	0	1	17	188
% Dual Wheeled	0	1.4	1.3	1.3	6.3	7.1	7	6.6	6.7	2.5	0	2.6	2.2	0	0.4	1.8	2.1
Buses	0	21	8	29	3	0	0	3	0	4	0	4	18	0	128	146	182
% Buses	0	0.6	0.4	0.5	0.6	0	0	0.4	0	0.3	0	0.3	2.5	0	54.7	15.4	2.1

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	318	164	482	28	13	3	44	2	152	0	154	62	0	17	79	759
08:30 AM	0	363	165	528	31	21	12	64	1	152	0	153	87	0	19	106	851
08:45 AM	0	386	162	548	37	23	2	62	1	163	0	164	65	0	9	74	848
09:00 AM	0	300	142	442	49	28	2	79	3	121	0	124	91	0	17	108	753
Total Volume	0	1367	633	2000	145	85	19	249	7	588	0	595	305	0	62	367	3211
% App. Total	0	68.3	31.6		58.2	34.1	7.6		1.2	98.8	0		83.1	0	16.9		
PHF	.000	.885	.959	.912	.740	.759	.396	.788	.583	.902	.000	.907	.838	.000	.816	.850	.943

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WAM
Site Code :
Start Date : 2/4/2016
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				09:00 AM				08:00 AM				08:30 AM			
+0 mins.	0	346	184	530	49	28	2	79	6	150	0	156	87	0	19	106
+15 mins.	0	384	178	562	71	33	9	113	2	152	0	154	65	0	9	74
+30 mins.	0	357	163	520	47	33	9	89	1	152	0	153	91	0	17	108
+45 mins.	0	297	148	445	65	24	17	106	1	163	0	164	77	0	17	94
Total Volume	0	1384	673	2057	232	118	37	387	10	617	0	627	320	0	62	382
% App. Total	0	67.3	32.7		59.9	30.5	9.6		1.6	98.4	0		83.8	0	16.2	
PHF	.000	.901	.914	.915	.817	.894	.544	.856	.417	.946	.000	.956	.879	.000	.816	.884

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WAM
Site Code :
Start Date : 2/4/2016
Page No : 1

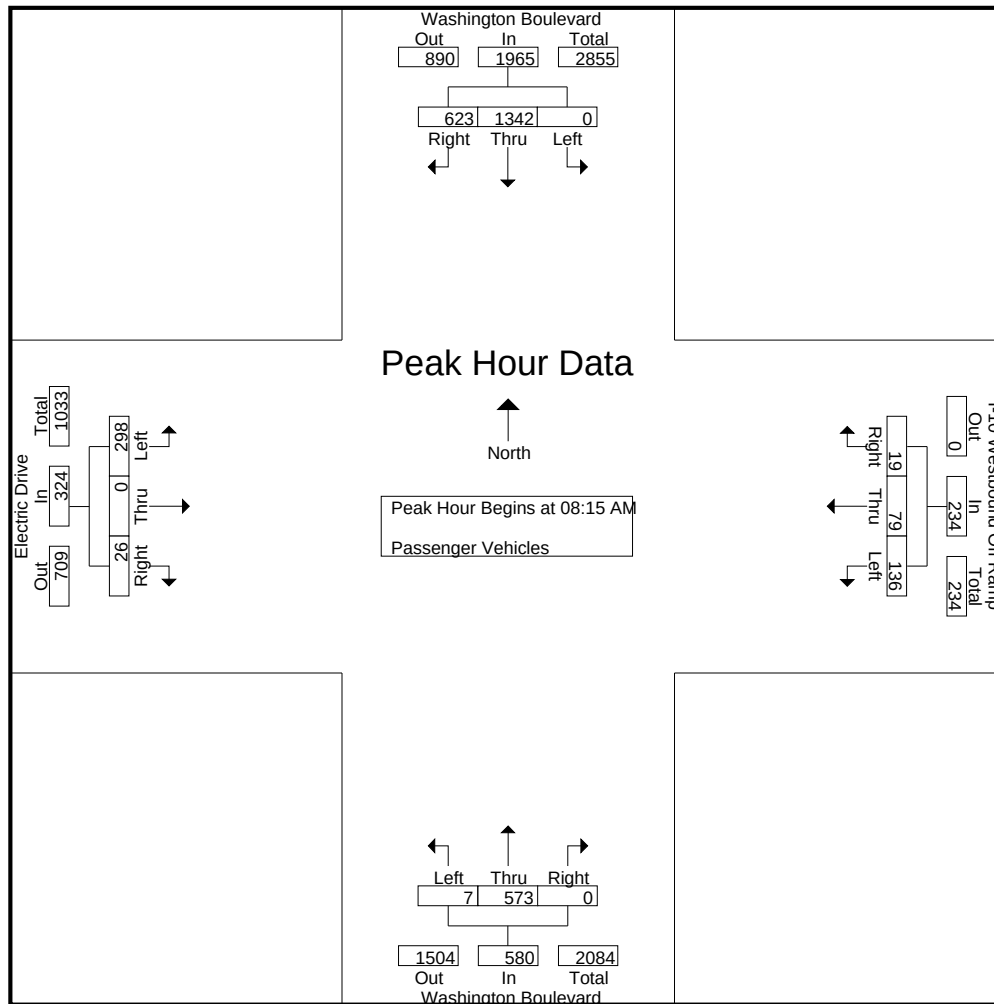
Groups Printed- Passenger Vehicles

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	339	178	517	48	18	3	69	5	59	0	64	15	0	12	27	677
07:15 AM	0	376	177	553	39	17	5	61	3	108	0	111	28	0	10	38	763
07:30 AM	0	354	158	512	33	10	2	45	8	115	0	123	52	0	13	65	745
07:45 AM	0	287	147	434	28	12	11	51	7	148	0	155	54	0	6	60	700
Total	0	1356	660	2016	148	57	21	226	23	430	0	453	149	0	41	190	2885
08:00 AM	0	238	137	375	27	18	10	55	6	147	0	153	57	0	11	68	651
08:15 AM	0	311	162	473	26	12	3	41	2	151	0	153	61	0	8	69	736
08:30 AM	0	360	164	524	31	19	12	62	1	147	0	148	86	0	9	95	829
08:45 AM	0	380	158	538	33	22	2	57	1	156	0	157	63	0	2	65	817
Total	0	1289	621	1910	117	71	27	215	10	601	0	611	267	0	30	297	3033
09:00 AM	0	291	139	430	46	26	2	74	3	119	0	122	88	0	7	95	721
09:15 AM	0	234	105	339	65	29	8	102	3	129	0	132	76	0	8	84	657
09:30 AM	0	245	117	362	41	29	9	79	2	112	0	114	60	0	10	70	625
09:45 AM	0	203	124	327	58	24	13	95	1	72	0	73	43	0	9	52	547
Total	0	973	485	1458	210	108	32	350	9	432	0	441	267	0	34	301	2550
Grand Total	0	3618	1766	5384	475	236	80	791	42	1463	0	1505	683	0	105	788	8468
Apprch %	0	67.2	32.8		60.1	29.8	10.1		2.8	97.2	0		86.7	0	13.3		
Total %	0	42.7	20.9	63.6	5.6	2.8	0.9	9.3	0.5	17.3	0	17.8	8.1	0	1.2	9.3	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	311	162	473	26	12	3	41	2	151	0	153	61	0	8	69	736
08:30 AM	0	360	164	524	31	19	12	62	1	147	0	148	86	0	9	95	829
08:45 AM	0	380	158	538	33	22	2	57	1	156	0	157	63	0	2	65	817
09:00 AM	0	291	139	430	46	26	2	74	3	119	0	122	88	0	7	95	721
Total Volume	0	1342	623	1965	136	79	19	234	7	573	0	580	298	0	26	324	3103
% App. Total	0	68.3	31.7		58.1	33.8	8.1		1.2	98.8	0		92	0	8		
PHF	.000	.883	.950	.913	.739	.760	.396	.791	.583	.918	.000	.924	.847	.000	.722	.853	.936

City of Los Angeles
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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	311	162	473	26	12	3	41	2	151	0	153	61	0	8	69
+15 mins.	0	360	164	524	31	19	12	62	1	147	0	148	86	0	9	95
+30 mins.	0	380	158	538	33	22	2	57	1	156	0	157	63	0	2	65
+45 mins.	0	291	139	430	46	26	2	74	3	119	0	122	88	0	7	95
Total Volume	0	1342	623	1965	136	79	19	234	7	573	0	580	298	0	26	324
% App. Total	0	68.3	31.7		58.1	33.8	8.1		1.2	98.8	0		92	0	8	
PHF	.000	.883	.950	.913	.739	.760	.396	.791	.583	.918	.000	.924	.847	.000	.722	.853

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WAM
Site Code :
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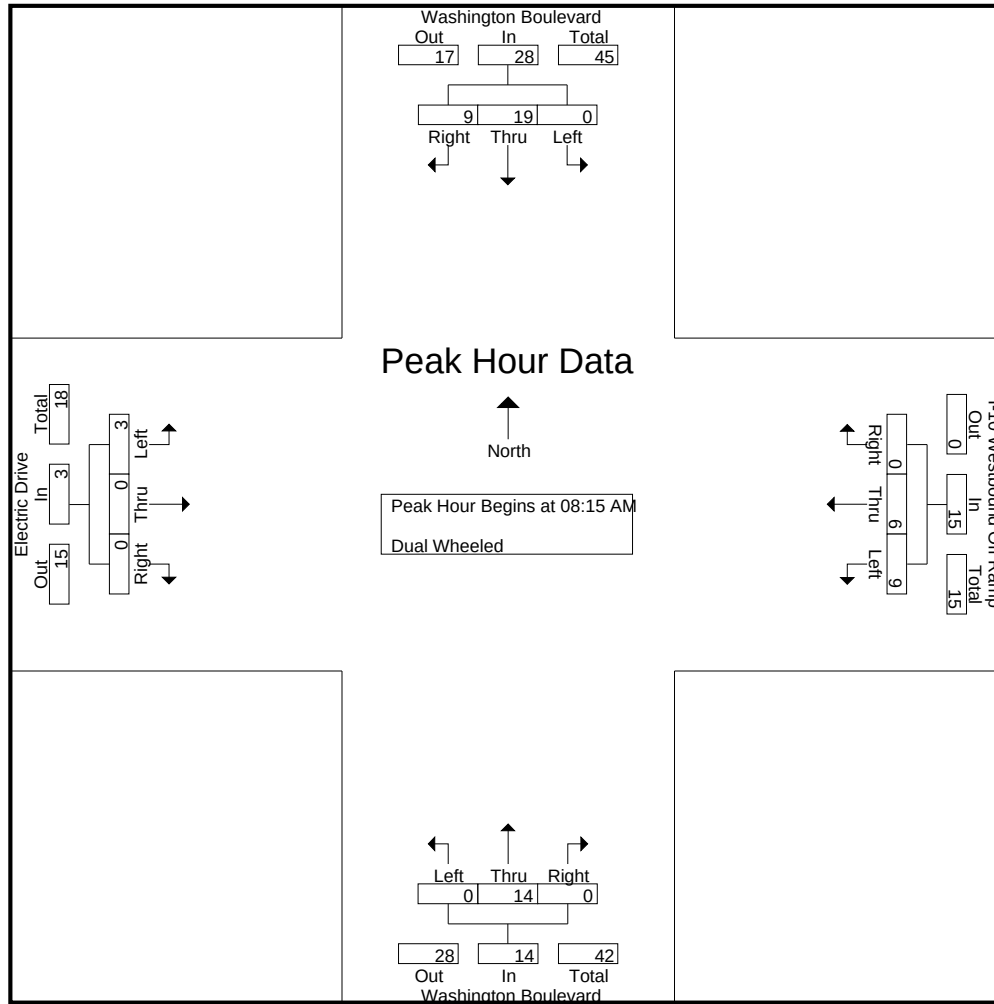
Groups Printed- Dual Wheeled

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	1	4	2	4	0	6	0	3	0	3	2	0	0	2	15
07:15 AM	0	6	1	7	2	0	0	2	1	2	0	3	1	0	0	1	13
07:30 AM	0	2	3	5	1	0	0	1	0	3	0	3	3	0	0	3	12
07:45 AM	0	8	1	9	0	0	0	0	0	2	0	2	0	0	1	1	12
Total	0	19	6	25	5	4	0	9	1	10	0	11	6	0	1	7	52
08:00 AM	0	2	0	2	0	0	1	1	0	2	0	2	3	0	0	3	8
08:15 AM	0	5	2	7	2	1	0	3	0	1	0	1	0	0	0	0	11
08:30 AM	0	2	0	2	0	2	0	2	0	5	0	5	0	0	0	0	9
08:45 AM	0	5	4	9	4	1	0	5	0	6	0	6	1	0	0	1	21
Total	0	14	6	20	6	4	1	11	0	14	0	14	4	0	0	4	49
09:00 AM	0	7	3	10	3	2	0	5	0	2	0	2	2	0	0	2	19
09:15 AM	0	4	2	6	6	4	1	11	0	2	0	2	0	0	0	0	19
09:30 AM	0	4	4	8	6	4	0	10	0	4	0	4	1	0	0	1	23
09:45 AM	0	3	2	5	6	0	4	10	2	6	0	8	3	0	0	3	26
Total	0	18	11	29	21	10	5	36	2	14	0	16	6	0	0	6	87
Grand Total	0	51	23	74	32	18	6	56	3	38	0	41	16	0	1	17	188
Apprch %	0	68.9	31.1		57.1	32.1	10.7		7.3	92.7	0		94.1	0	5.9		
Total %	0	27.1	12.2	39.4	17	9.6	3.2	29.8	1.6	20.2	0	21.8	8.5	0	0.5	9	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	5	2	7	2	1	0	3	0	1	0	1	0	0	0	0	11
08:30 AM	0	2	0	2	0	2	0	2	0	5	0	5	0	0	0	0	9
08:45 AM	0	5	4	9	4	1	0	5	0	6	0	6	1	0	0	1	21
09:00 AM	0	7	3	10	3	2	0	5	0	2	0	2	2	0	0	2	19
Total Volume	0	19	9	28	9	6	0	15	0	14	0	14	3	0	0	3	60
% App. Total	0	67.9	32.1		60	40	0		0	100	0		100	0	0		
PHF	.000	.679	.563	.700	.563	.750	.000	.750	.000	.583	.000	.583	.375	.000	.000	.375	.714

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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	5	2	7	2	1	0	3	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	2	0	2	0	5	0	5	0	0	0	0
+30 mins.	0	5	4	9	4	1	0	5	0	6	0	6	1	0	0	1
+45 mins.	0	7	3	10	3	2	0	5	0	2	0	2	2	0	0	2
Total Volume	0	19	9	28	9	6	0	15	0	14	0	14	3	0	0	3
% App. Total	0	67.9	32.1		60	40	0		0	100	0		100	0	0	
PHF	.000	.679	.563	.700	.563	.750	.000	.750	.000	.583	.000	.583	.375	.000	.000	.375

City of Los Angeles
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Weather: Clear

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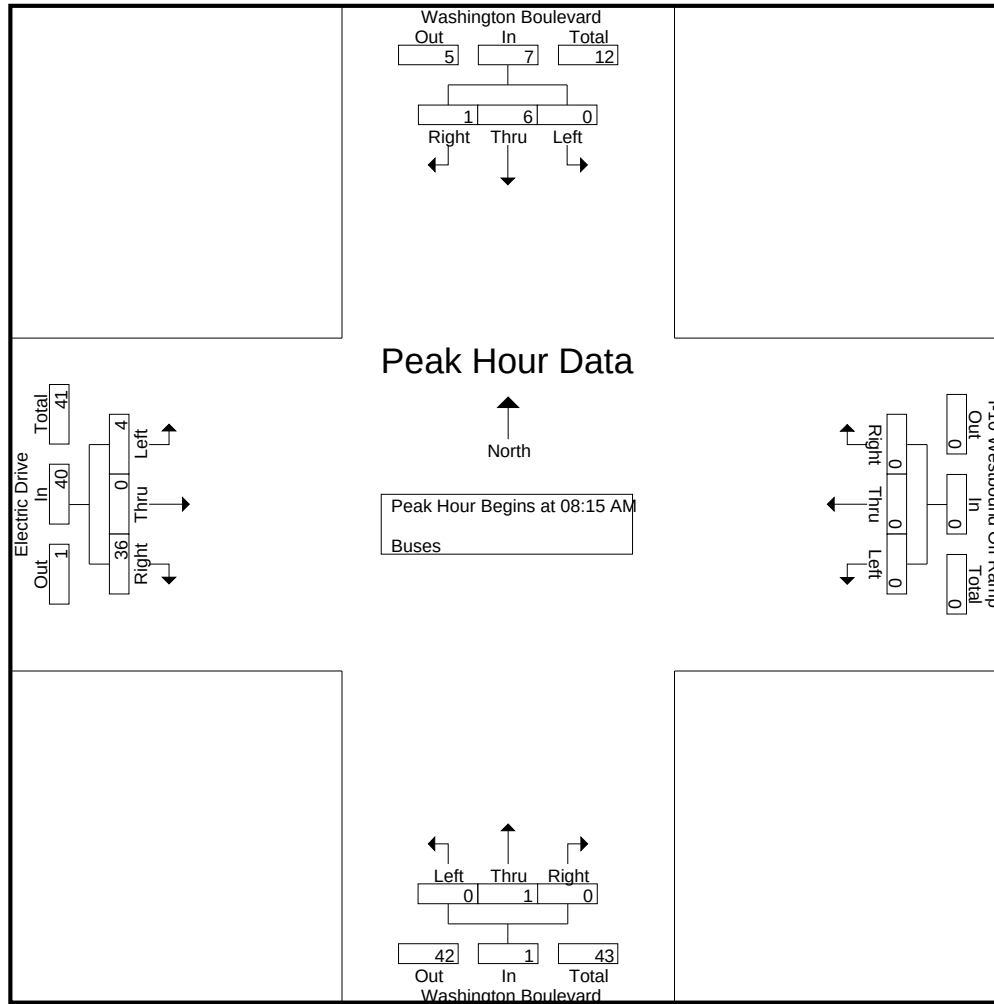
Groups Printed- Buses

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	5	9	2	0	0	2	0	0	0	0	1	0	14	15	26
07:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	14	16	20
07:30 AM	0	1	2	3	0	0	0	0	0	0	0	0	2	0	12	14	17
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	4	0	14	18	20
Total	0	9	7	16	2	0	0	2	0	2	0	2	9	0	54	63	83
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	2	0	11	13	15
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	9	10	12
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	10	11	13
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	7	8	10
Total	0	5	1	6	0	0	0	0	0	2	0	2	5	0	37	42	50
09:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	10	11	13
09:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	9	10	11
09:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	11	12	14
09:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	1	0	7	8	11
Total	0	7	0	7	1	0	0	1	0	0	0	0	4	0	37	41	49
Grand Total	0	21	8	29	3	0	0	3	0	4	0	4	18	0	128	146	182
Apprch %	0	72.4	27.6		100	0	0		0	100	0		12.3	0	87.7		
Total %	0	11.5	4.4	15.9	1.6	0	0	1.6	0	2.2	0	2.2	9.9	0	70.3	80.2	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	9	10	12
08:30 AM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	10	11	13
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	7	8	10
09:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	1	0	10	11	13
Total Volume	0	6	1	7	0	0	0	0	0	1	0	1	4	0	36	40	48
% App. Total	0	85.7	14.3		0	0	0		0	100	0		10	0	90		
PHF	.000	.750	.250	.875	.000	.000	.000	.000	.000	.250	.000	.250	1.00	.000	.900	.909	.923

City of Los Angeles
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Peak Hour Analysis From 08:15 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	0	9	10
+15 mins.	0	1	1	2	0	0	0	0	0	0	0	0	1	0	10	11
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	1	0	7	8
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	1	0	10	11
Total Volume	0	6	1	7	0	0	0	0	0	1	0	1	4	0	36	40
% App. Total	0	85.7	14.3		0	0	0	0	0	100	0		10	0	90	
PHF	.000	.750	.250	.875	.000	.000	.000	.000	.000	.250	.000	.250	1.000	.000	.900	.909

City of Los Angeles
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Weather: Clear

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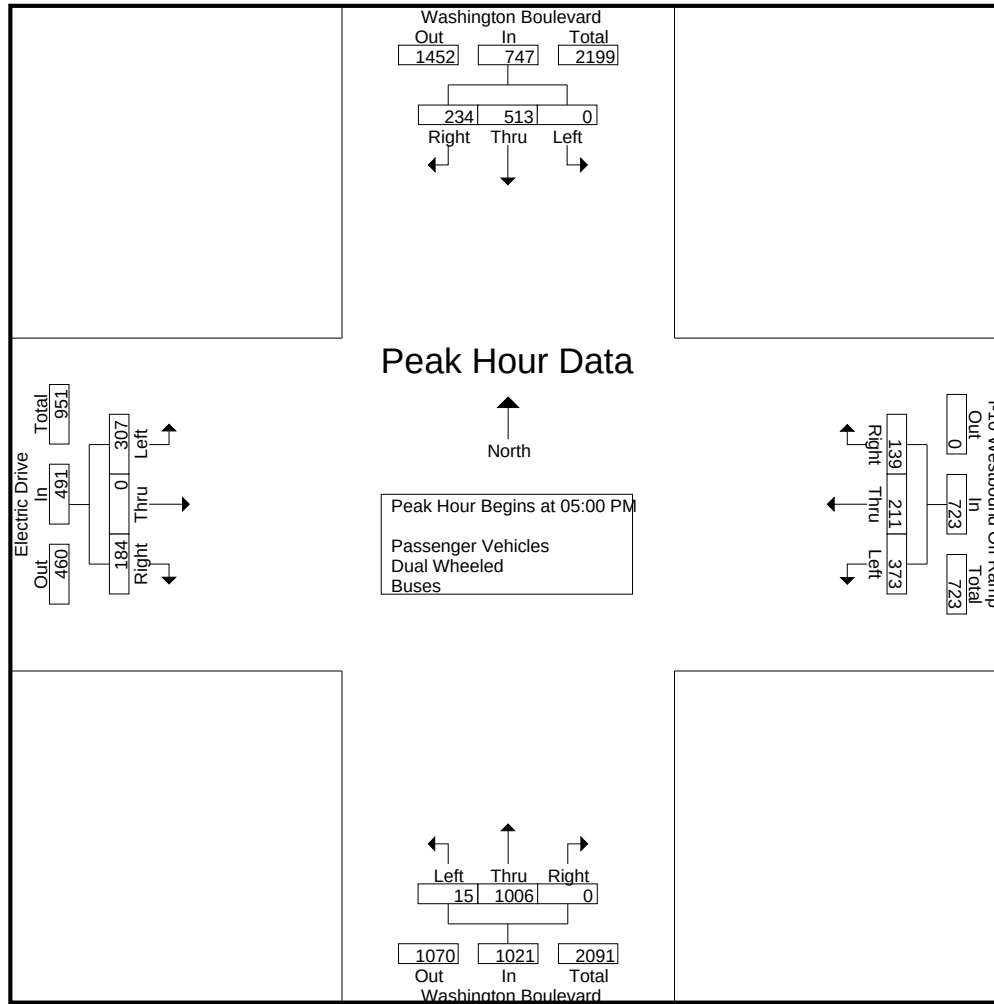
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	103	64	167	118	76	33	227	1	164	0	165	55	0	17	72	631
03:15 PM	0	89	59	148	82	58	27	167	2	179	0	181	79	0	24	103	599
03:30 PM	0	93	60	153	108	68	45	221	5	234	0	239	84	0	23	107	720
03:45 PM	0	127	48	175	104	72	40	216	1	252	0	253	85	0	40	125	769
Total	0	412	231	643	412	274	145	831	9	829	0	838	303	0	104	407	2719
04:00 PM	0	134	69	203	120	57	37	214	4	184	0	188	73	0	46	119	724
04:15 PM	0	118	55	173	100	64	43	207	3	212	0	215	65	0	36	101	696
04:30 PM	0	115	53	168	96	73	39	208	6	242	0	248	70	0	44	114	738
04:45 PM	0	106	36	142	136	61	40	237	10	232	0	242	75	0	54	129	750
Total	0	473	213	686	452	255	159	866	23	870	0	893	283	0	180	463	2908
05:00 PM	0	118	51	169	93	56	29	178	1	240	0	241	77	0	39	116	704
05:15 PM	0	129	51	180	96	58	43	197	4	267	0	271	81	0	34	115	763
05:30 PM	0	130	71	201	78	53	37	168	6	242	0	248	74	0	47	121	738
05:45 PM	0	136	61	197	106	44	30	180	4	257	0	261	75	0	64	139	777
Total	0	513	234	747	373	211	139	723	15	1006	0	1021	307	0	184	491	2982
Grand Total	0	1398	678	2076	1237	740	443	2420	47	2705	0	2752	893	0	468	1361	8609
Apprch %	0	67.3	32.7		51.1	30.6	18.3		1.7	98.3	0		65.6	0	34.4		
Total %	0	16.2	7.9	24.1	14.4	8.6	5.1	28.1	0.5	31.4	0	32	10.4	0	5.4	15.8	
Passenger Vehicles	0	1365	664	2029	1213	722	432	2367	47	2670	0	2717	856	0	327	1183	8296
% Passenger Vehicles	0	97.6	97.9	97.7	98.1	97.6	97.5	97.8	100	98.7	0	98.7	95.9	0	69.9	86.9	96.4
Dual Wheeled	0	11	11	22	17	11	8	36	0	24	0	24	12	0	3	15	97
% Dual Wheeled	0	0.8	1.6	1.1	1.4	1.5	1.8	1.5	0	0.9	0	0.9	1.3	0	0.6	1.1	1.1
Buses	0	22	3	25	7	7	3	17	0	11	0	11	25	0	138	163	216
% Buses	0	1.6	0.4	1.2	0.6	0.9	0.7	0.7	0	0.4	0	0.4	2.8	0	29.5	12	2.5

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	118	51	169	93	56	29	178	1	240	0	241	77	0	39	116	704
05:15 PM	0	129	51	180	96	58	43	197	4	267	0	271	81	0	34	115	763
05:30 PM	0	130	71	201	78	53	37	168	6	242	0	248	74	0	47	121	738
05:45 PM	0	136	61	197	106	44	30	180	4	257	0	261	75	0	64	139	777
Total Volume	0	513	234	747	373	211	139	723	15	1006	0	1021	307	0	184	491	2982
% App. Total	0	68.7	31.3		51.6	29.2	19.2		1.5	98.5	0		62.5	0	37.5		
PHF	.000	.943	.824	.929	.880	.909	.808	.918	.625	.942	.000	.942	.948	.000	.719	.883	.959

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	118	51	169	93	56	29	178	1	240	0	241	77	0	39	116
+15 mins.	0	129	51	180	96	58	43	197	4	267	0	271	81	0	34	115
+30 mins.	0	130	71	201	78	53	37	168	6	242	0	248	74	0	47	121
+45 mins.	0	136	61	197	106	44	30	180	4	257	0	261	75	0	64	139
Total Volume	0	513	234	747	373	211	139	723	15	1006	0	1021	307	0	184	491
% App. Total	0	68.7	31.3		51.6	29.2	19.2		1.5	98.5	0		62.5	0	37.5	
PHF	.000	.943	.824	.929	.880	.909	.808	.918	.625	.942	.000	.942	.948	.000	.719	.883

City of Los Angeles
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Weather: Clear

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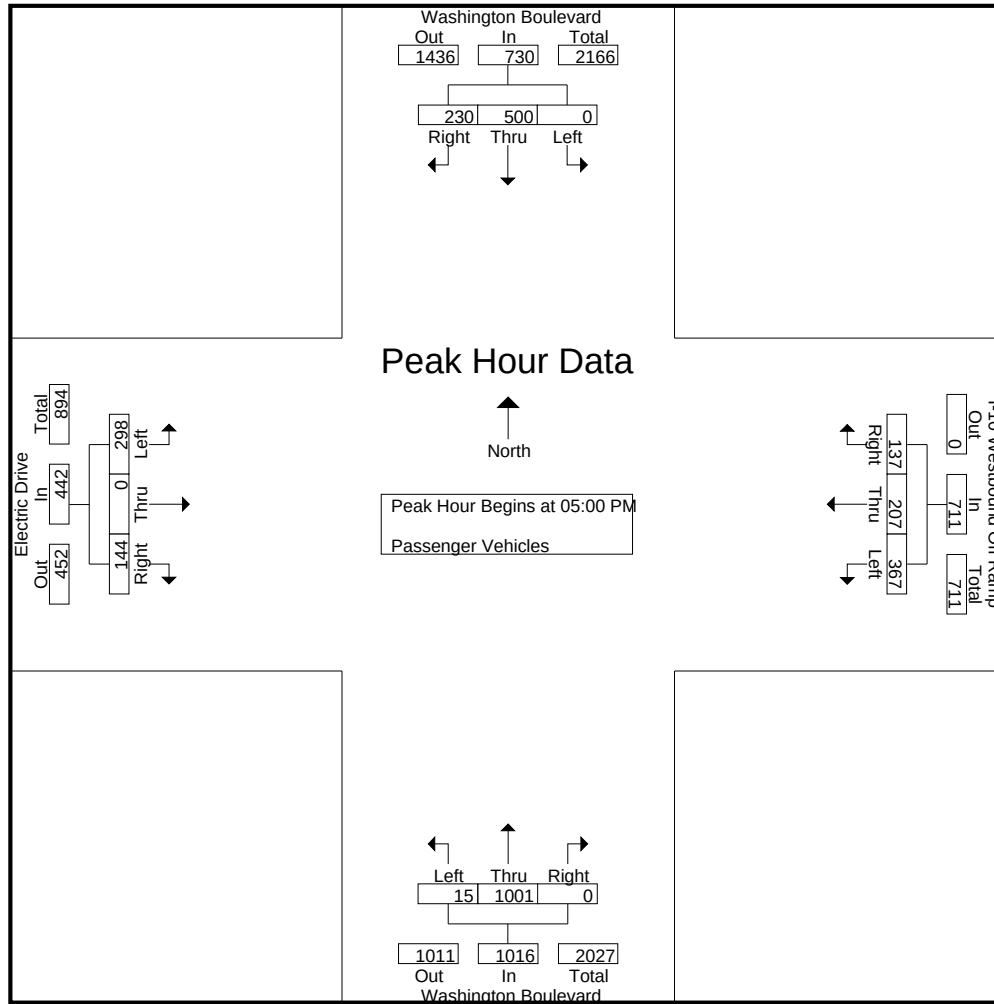
Groups Printed- Passenger Vehicles

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	99	59	158	115	71	32	218	1	157	0	158	53	0	8	61	595
03:15 PM	0	86	57	143	81	55	27	163	2	171	0	173	76	0	9	85	564
03:30 PM	0	92	59	151	105	67	43	215	5	230	0	235	77	0	13	90	691
03:45 PM	0	125	47	172	101	70	39	210	1	250	0	251	80	0	26	106	739
Total	0	402	222	624	402	263	141	806	9	808	0	817	286	0	56	342	2589
04:00 PM	0	132	68	200	118	56	37	211	4	181	0	185	71	0	32	103	699
04:15 PM	0	117	55	172	97	64	40	201	3	210	0	213	64	0	19	83	669
04:30 PM	0	112	53	165	94	72	37	203	6	241	0	247	66	0	37	103	718
04:45 PM	0	102	36	138	135	60	40	235	10	229	0	239	71	0	39	110	722
Total	0	463	212	675	444	252	154	850	23	861	0	884	272	0	127	399	2808
05:00 PM	0	113	51	164	92	55	29	176	1	239	0	240	75	0	33	108	688
05:15 PM	0	126	50	176	95	57	42	194	4	265	0	269	79	0	22	101	740
05:30 PM	0	127	69	196	77	51	36	164	6	242	0	248	71	0	37	108	716
05:45 PM	0	134	60	194	103	44	30	177	4	255	0	259	73	0	52	125	755
Total	0	500	230	730	367	207	137	711	15	1001	0	1016	298	0	144	442	2899
Grand Total	0	1365	664	2029	1213	722	432	2367	47	2670	0	2717	856	0	327	1183	8296
Apprch %	0	67.3	32.7		51.2	30.5	18.3		1.7	98.3	0		72.4	0	27.6		
Total %	0	16.5	8	24.5	14.6	8.7	5.2	28.5	0.6	32.2	0	32.8	10.3	0	3.9	14.3	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	113	51	164	92	55	29	176	1	239	0	240	75	0	33	108	688
05:15 PM	0	126	50	176	95	57	42	194	4	265	0	269	79	0	22	101	740
05:30 PM	0	127	69	196	77	51	36	164	6	242	0	248	71	0	37	108	716
05:45 PM	0	134	60	194	103	44	30	177	4	255	0	259	73	0	52	125	755
Total Volume	0	500	230	730	367	207	137	711	15	1001	0	1016	298	0	144	442	2899
% App. Total	0	68.5	31.5		51.6	29.1	19.3		1.5	98.5	0		67.4	0	32.6		
PHF	.000	.933	.833	.931	.891	.908	.815	.916	.625	.944	.000	.944	.943	.000	.692	.884	.960

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WPM
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	113	51	164	92	55	29	176	1	239	0	240	75	0	33	108
+15 mins.	0	126	50	176	95	57	42	194	4	265	0	269	79	0	22	101
+30 mins.	0	127	69	196	77	51	36	164	6	242	0	248	71	0	37	108
+45 mins.	0	134	60	194	103	44	30	177	4	255	0	259	73	0	52	125
Total Volume	0	500	230	730	367	207	137	711	15	1001	0	1016	298	0	144	442
% App. Total	0	68.5	31.5		51.6	29.1	19.3		1.5	98.5	0		67.4	0	32.6	
PHF	.000	.933	.833	.931	.891	.908	.815	.916	.625	.944	.000	.944	.943	.000	.692	.884

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WPM
Site Code :
Start Date : 2/4/2016
Page No : 1

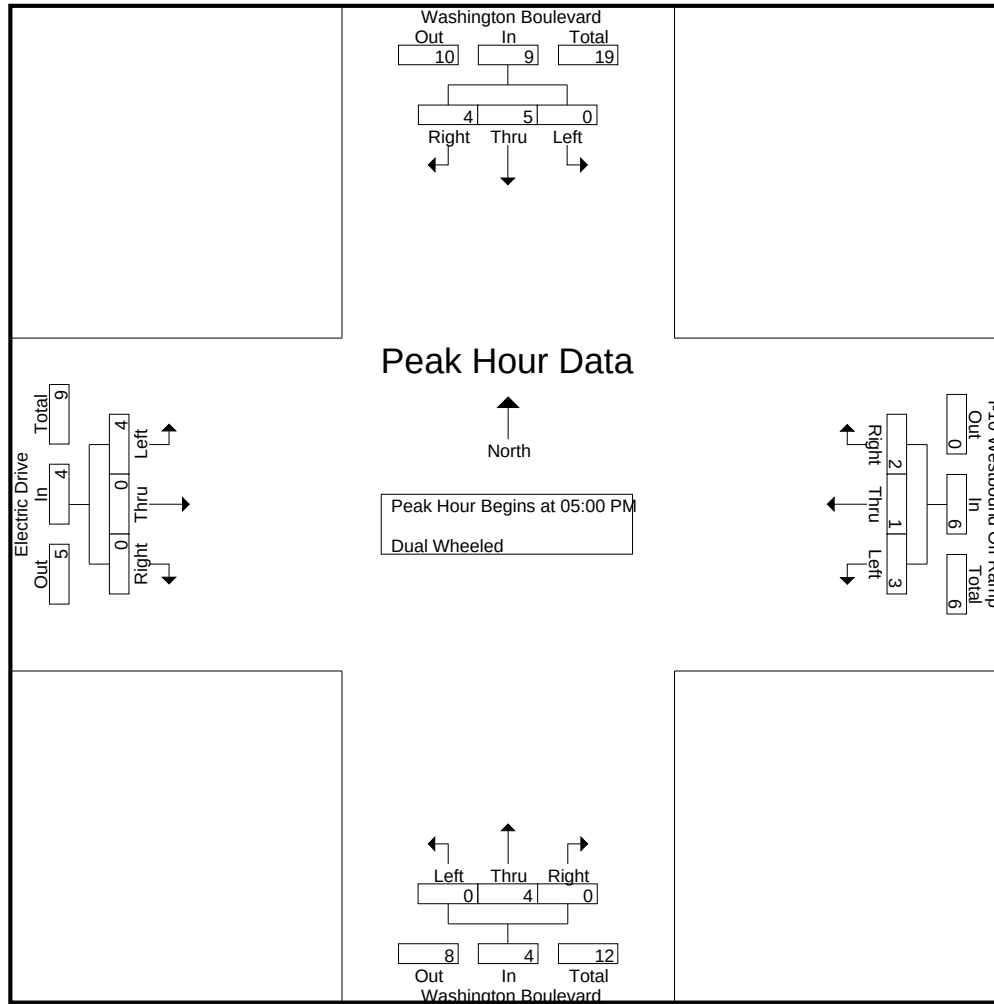
Groups Printed- Dual Wheeled

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	5	7	3	3	1	7	0	5	0	5	0	0	0	0	19
03:15 PM	0	1	2	3	1	3	0	4	0	5	0	5	1	0	0	1	13
03:30 PM	0	0	0	0	3	1	1	5	0	2	0	2	2	0	0	2	9
03:45 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	4
Total	0	3	7	10	8	9	3	20	0	12	0	12	3	0	0	3	45
04:00 PM	0	1	0	1	1	1	0	2	0	2	0	2	1	0	1	2	7
04:15 PM	0	0	0	0	3	0	3	6	0	2	0	2	0	0	0	0	8
04:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	2	4
04:45 PM	0	2	0	2	1	0	0	1	0	3	0	3	2	0	2	4	10
Total	0	3	0	3	6	1	3	10	0	8	0	8	5	0	3	8	29
05:00 PM	0	4	0	4	1	1	0	2	0	1	0	1	1	0	0	1	8
05:15 PM	0	1	1	2	0	0	1	1	0	1	0	1	1	0	0	1	5
05:30 PM	0	0	2	2	0	0	1	1	0	0	0	0	2	0	0	2	5
05:45 PM	0	0	1	1	2	0	0	2	0	2	0	2	0	0	0	0	5
Total	0	5	4	9	3	1	2	6	0	4	0	4	4	0	0	4	23
Grand Total	0	11	11	22	17	11	8	36	0	24	0	24	12	0	3	15	97
Apprch %	0	50	50		47.2	30.6	22.2		0	100	0		80	0	20		
Total %	0	11.3	11.3	22.7	17.5	11.3	8.2	37.1	0	24.7	0	24.7	12.4	0	3.1	15.5	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	4	0	4	1	1	0	2	0	1	0	1	1	0	0	1	8
05:15 PM	0	1	1	2	0	0	1	1	0	1	0	1	1	0	0	1	5
05:30 PM	0	0	2	2	0	0	1	1	0	0	0	0	2	0	0	2	5
05:45 PM	0	0	1	1	2	0	0	2	0	2	0	2	0	0	0	0	5
Total Volume	0	5	4	9	3	1	2	6	0	4	0	4	4	0	0	4	23
% App. Total	0	55.6	44.4		50	16.7	33.3		0	100	0		100	0	0		
PHF	.000	.313	.500	.563	.375	.250	.500	.750	.000	.500	.000	.500	.500	.000	.000	.500	.719

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WPM
Site Code :
Start Date : 2/4/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	4	0	4	1	1	0	2	0	1	0	1	1	0	0	1
+15 mins.	0	1	1	2	0	0	1	1	0	1	0	1	1	0	0	1
+30 mins.	0	0	2	2	0	0	1	1	0	0	0	0	2	0	0	2
+45 mins.	0	0	1	1	2	0	0	2	0	2	0	2	0	0	0	0
Total Volume	0	5	4	9	3	1	2	6	0	4	0	4	4	0	0	4
% App. Total	0	55.6	44.4		50	16.7	33.3		0	100	0		100	0	0	
PHF	.000	.313	.500	.563	.375	.250	.500	.750	.000	.500	.000	.500	.500	.000	.000	.500

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WPM
Site Code :
Start Date : 2/4/2016
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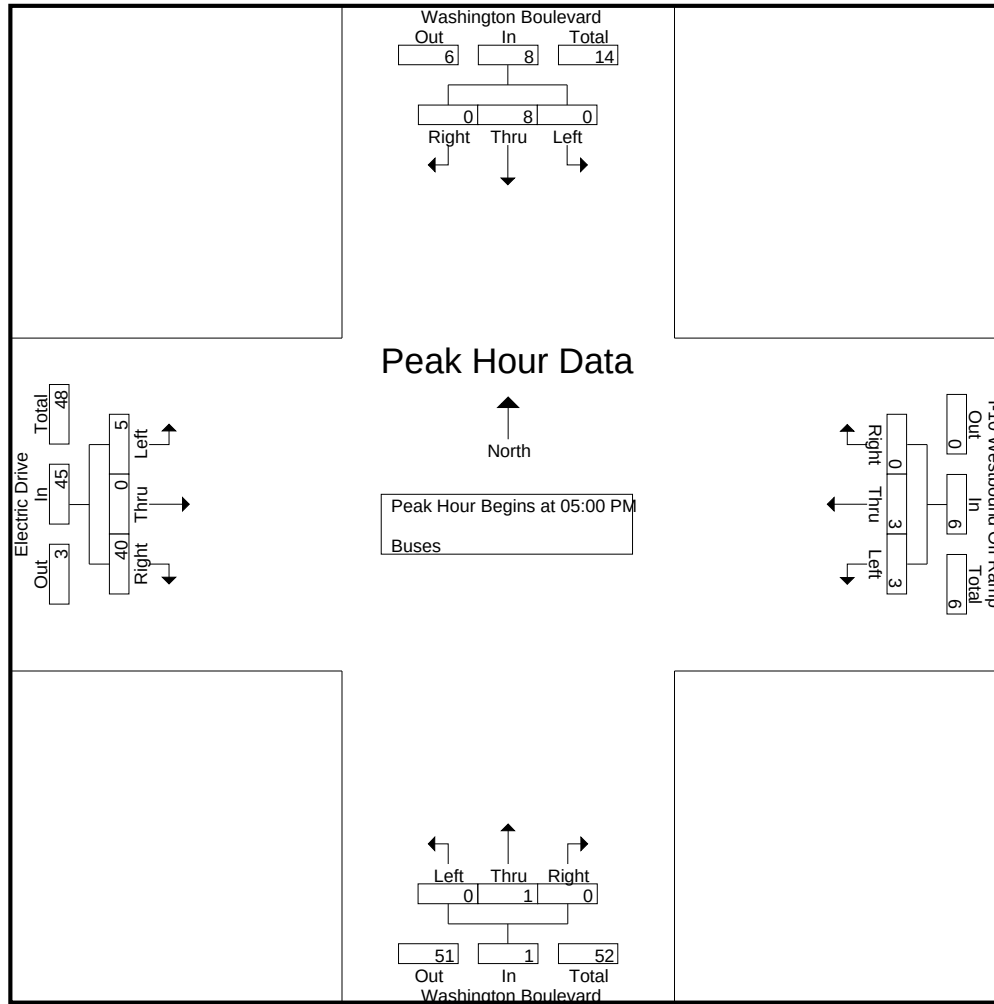
Groups Printed- Buses

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	2	0	2	0	2	0	2	0	2	0	2	2	0	9	11	17
03:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	2	0	15	17	22
03:30 PM	0	1	1	2	0	0	1	1	0	2	0	2	5	0	10	15	20
03:45 PM	0	2	1	3	2	0	0	2	0	2	0	2	5	0	14	19	26
Total	0	7	2	9	2	2	1	5	0	9	0	9	14	0	48	62	85
04:00 PM	0	1	1	2	1	0	0	1	0	1	0	1	1	0	13	14	18
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	17	18	19
04:30 PM	0	3	0	3	1	1	2	4	0	0	0	0	2	0	7	9	16
04:45 PM	0	2	0	2	0	1	0	1	0	0	0	0	2	0	13	15	18
Total	0	7	1	8	2	2	2	6	0	1	0	1	6	0	50	56	71
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	6	7	8
05:15 PM	0	2	0	2	1	1	0	2	0	1	0	1	1	0	12	13	18
05:30 PM	0	3	0	3	1	2	0	3	0	0	0	0	1	0	10	11	17
05:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	2	0	12	14	17
Total	0	8	0	8	3	3	0	6	0	1	0	1	5	0	40	45	60
Grand Total	0	22	3	25	7	7	3	17	0	11	0	11	25	0	138	163	216
Apprch %	0	88	12		41.2	41.2	17.6		0	100	0		15.3	0	84.7		
Total %	0	10.2	1.4	11.6	3.2	3.2	1.4	7.9	0	5.1	0	5.1	11.6	0	63.9	75.5	

	Washington Boulevard Southbound				I-10 Westbound Off Ramp Westbound				Washington Boulevard Northbound				Electric Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	6	7	8
05:15 PM	0	2	0	2	1	1	0	2	0	1	0	1	1	0	12	13	18
05:30 PM	0	3	0	3	1	2	0	3	0	0	0	0	1	0	10	11	17
05:45 PM	0	2	0	2	1	0	0	1	0	0	0	0	2	0	12	14	17
Total Volume	0	8	0	8	3	3	0	6	0	1	0	1	5	0	40	45	60
% App. Total	0	100	0		50	50	0		0	100	0		11.1	0	88.9		
PHF	.000	.667	.000	.667	.750	.375	.000	.500	.000	.250	.000	.250	.625	.000	.833	.804	.833

City of Los Angeles
N/S: Washington Boulevard
E/W: I-10 WB Off Ramp/Electric Drive
Weather: Clear

File Name : LACWA10WPM
Site Code :
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	6	7
+15 mins.	0	2	0	2	1	1	0	2	0	1	0	1	1	0	12	13
+30 mins.	0	3	0	3	1	2	0	3	0	0	0	0	1	0	10	11
+45 mins.	0	2	0	2	1	0	0	1	0	0	0	0	2	0	12	14
Total Volume	0	8	0	8	3	3	0	6	0	1	0	1	5	0	40	45
% App. Total	0	100	0		50	50	0		0	100	0		11.1	0	88.9	
PHF	.000	.667	.000	.667	.750	.375	.000	.500	.000	.250	.000	.250	.625	.000	.833	.804

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
Start Date : 2/4/2016
Page No : 1

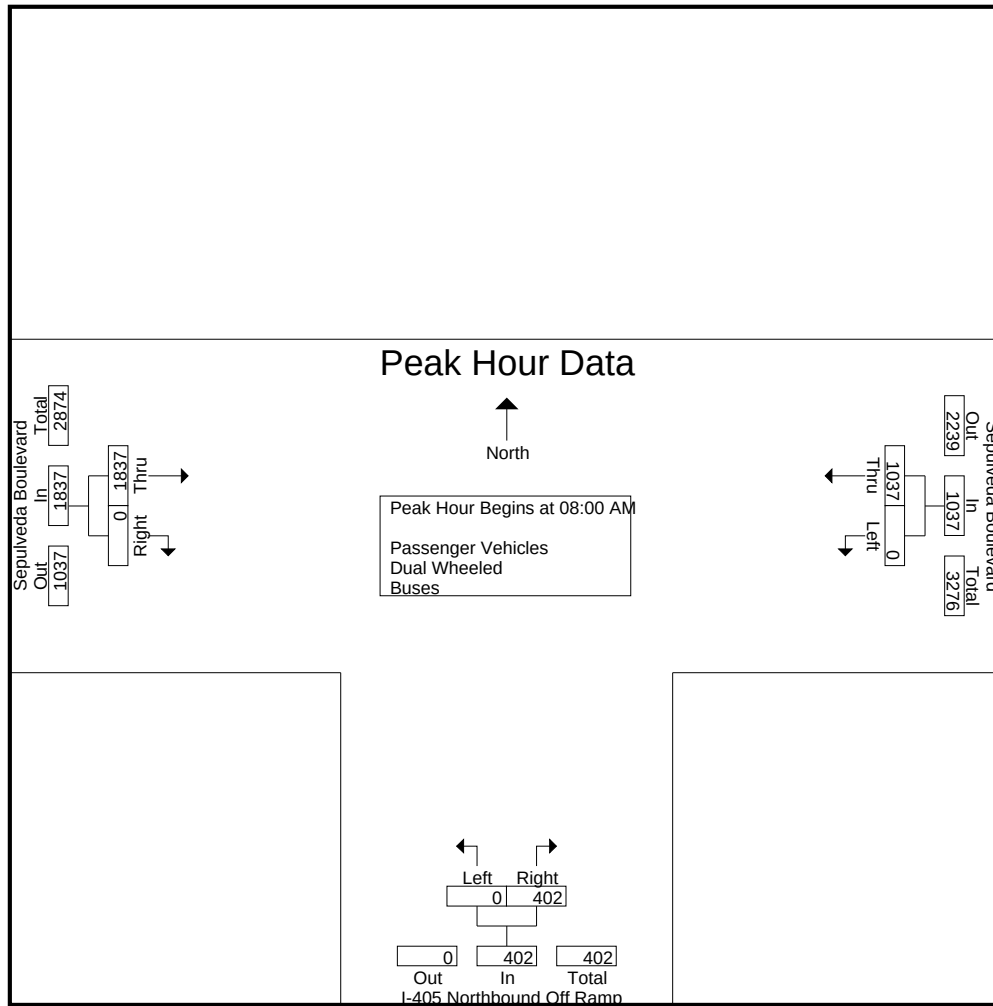
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	130	130	0	115	115	515	0	515	760
07:15 AM	0	152	152	0	90	90	483	0	483	725
07:30 AM	0	207	207	0	69	69	452	0	452	728
07:45 AM	0	216	216	0	77	77	481	0	481	774
Total	0	705	705	0	351	351	1931	0	1931	2987
08:00 AM	0	235	235	0	95	95	479	0	479	809
08:15 AM	0	262	262	0	106	106	482	0	482	850
08:30 AM	0	272	272	0	86	86	469	0	469	827
08:45 AM	0	268	268	0	115	115	407	0	407	790
Total	0	1037	1037	0	402	402	1837	0	1837	3276
09:00 AM	0	219	219	0	119	119	442	0	442	780
09:15 AM	0	205	205	0	118	118	402	0	402	725
09:30 AM	0	150	150	0	121	121	449	0	449	720
09:45 AM	0	174	174	0	107	107	373	0	373	654
Total	0	748	748	0	465	465	1666	0	1666	2879
Grand Total	0	2490	2490	0	1218	1218	5434	0	5434	9142
Apprch %	0	100		0	100		100	0		
Total %	0	27.2	27.2	0	13.3	13.3	59.4	0	59.4	
Passenger Vehicles	0	2404	2404	0	1188	1188	5295	0	5295	8887
% Passenger Vehicles	0	96.5	96.5	0	97.5	97.5	97.4	0	97.4	97.2
Dual Wheeled	0	44	44	0	26	26	88	0	88	158
% Dual Wheeled	0	1.8	1.8	0	2.1	2.1	1.6	0	1.6	1.7
Buses	0	42	42	0	4	4	51	0	51	97
% Buses	0	1.7	1.7	0	0.3	0.3	0.9	0	0.9	1.1

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	235	235	0	95	95	479	0	479	809
08:15 AM	0	262	262	0	106	106	482	0	482	850
08:30 AM	0	272	272	0	86	86	469	0	469	827
08:45 AM	0	268	268	0	115	115	407	0	407	790
Total Volume	0	1037	1037	0	402	402	1837	0	1837	3276
% App. Total	0	100		0	100		100	0		
PHF	.000	.953	.953	.000	.874	.874	.953	.000	.953	.964

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:45 AM			07:00 AM		
+0 mins.	0	235	235	0	115	115	515	0	515
+15 mins.	0	262	262	0	119	119	483	0	483
+30 mins.	0	272	272	0	118	118	452	0	452
+45 mins.	0	268	268	0	121	121	481	0	481
Total Volume	0	1037	1037	0	473	473	1931	0	1931
% App. Total	0	100		0	100		100	0	
PHF	.000	.953	.953	.000	.977	.977	.937	.000	.937

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
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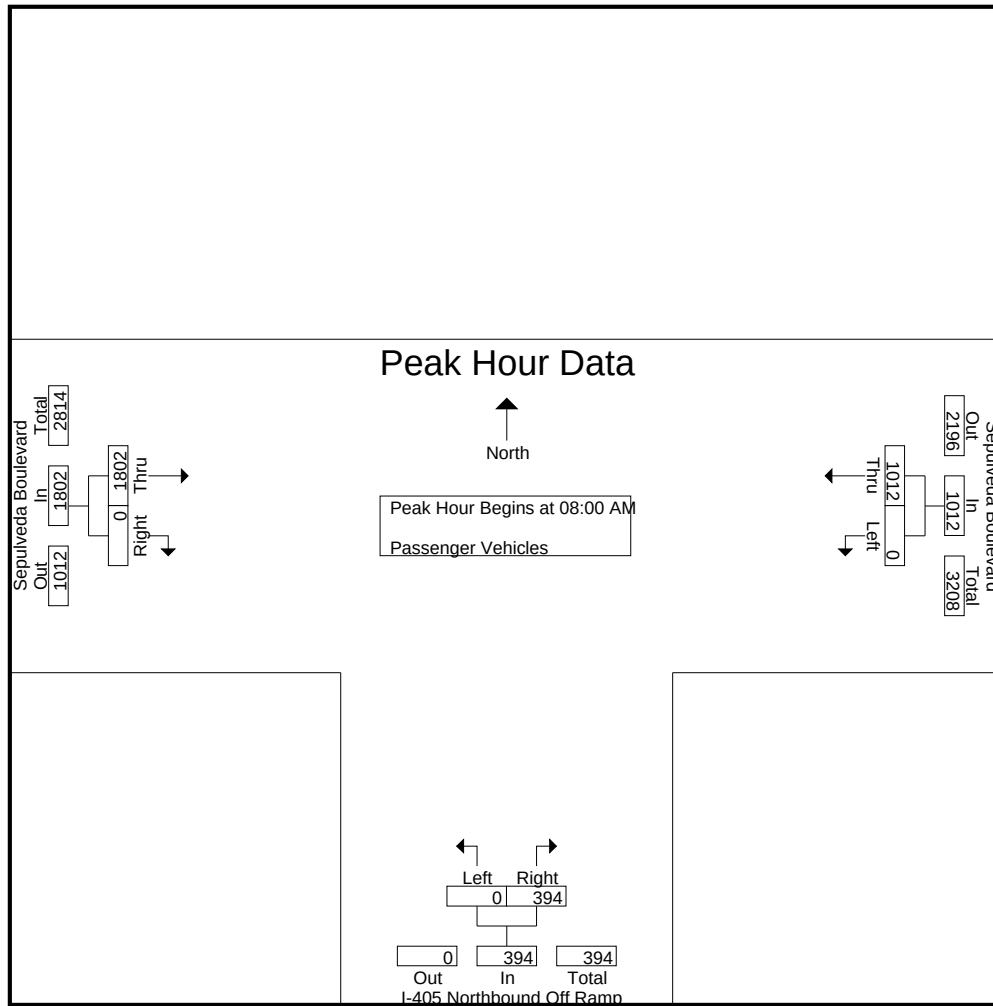
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	126	126	0	112	112	500	0	500	738
07:15 AM	0	144	144	0	90	90	462	0	462	696
07:30 AM	0	202	202	0	69	69	443	0	443	714
07:45 AM	0	208	208	0	74	74	469	0	469	751
Total	0	680	680	0	345	345	1874	0	1874	2899
08:00 AM	0	226	226	0	94	94	467	0	467	787
08:15 AM	0	258	258	0	103	103	477	0	477	838
08:30 AM	0	263	263	0	84	84	458	0	458	805
08:45 AM	0	265	265	0	113	113	400	0	400	778
Total	0	1012	1012	0	394	394	1802	0	1802	3208
09:00 AM	0	212	212	0	116	116	430	0	430	758
09:15 AM	0	196	196	0	111	111	390	0	390	697
09:30 AM	0	142	142	0	116	116	435	0	435	693
09:45 AM	0	162	162	0	106	106	364	0	364	632
Total	0	712	712	0	449	449	1619	0	1619	2780
Grand Total	0	2404	2404	0	1188	1188	5295	0	5295	8887
Apprch %	0	100		0	100		100	0		
Total %	0	27.1	27.1	0	13.4	13.4	59.6	0	59.6	

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	226	226	0	94	94	467	0	467	787
08:15 AM	0	258	258	0	103	103	477	0	477	838
08:30 AM	0	263	263	0	84	84	458	0	458	805
08:45 AM	0	265	265	0	113	113	400	0	400	778
Total Volume	0	1012	1012	0	394	394	1802	0	1802	3208
% App. Total	0	100		0	100		100	0		
PHF	.000	.955	.955	.000	.872	.872	.944	.000	.944	.957

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
Start Date : 2/4/2016
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	226	226	0	94	94	467	0	467
+15 mins.	0	258	258	0	103	103	477	0	477
+30 mins.	0	263	263	0	84	84	458	0	458
+45 mins.	0	265	265	0	113	113	400	0	400
Total Volume	0	1012	1012	0	394	394	1802	0	1802
% App. Total	0	100		0	100		100	0	
PHF	.000	.955	.955	.000	.872	.872	.944	.000	.944

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
Start Date : 2/4/2016
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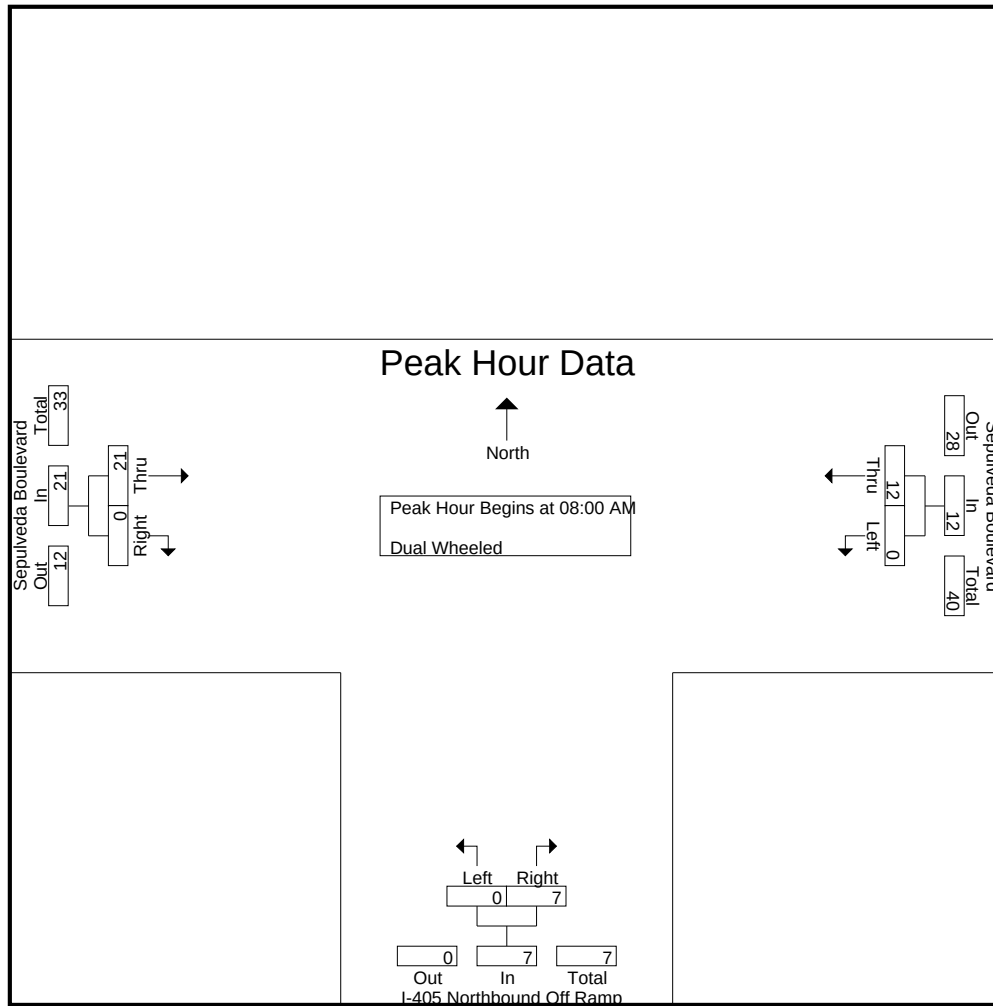
Groups Printed- Dual Wheeled

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	3	3	9	0	9	14
07:15 AM	0	4	4	0	0	0	14	0	14	18
07:30 AM	0	3	3	0	0	0	6	0	6	9
07:45 AM	0	3	3	0	3	3	9	0	9	15
Total	0	12	12	0	6	6	38	0	38	56
08:00 AM	0	5	5	0	1	1	5	0	5	11
08:15 AM	0	1	1	0	2	2	3	0	3	6
08:30 AM	0	4	4	0	2	2	8	0	8	14
08:45 AM	0	2	2	0	2	2	5	0	5	9
Total	0	12	12	0	7	7	21	0	21	40
09:00 AM	0	2	2	0	3	3	5	0	5	10
09:15 AM	0	5	5	0	6	6	9	0	9	20
09:30 AM	0	6	6	0	3	3	10	0	10	19
09:45 AM	0	7	7	0	1	1	5	0	5	13
Total	0	20	20	0	13	13	29	0	29	62
Grand Total	0	44	44	0	26	26	88	0	88	158
Apprch %	0	100		0	100		100	0		
Total %	0	27.8	27.8	0	16.5	16.5	55.7	0	55.7	

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	5	5	0	1	1	5	0	5	11
08:15 AM	0	1	1	0	2	2	3	0	3	6
08:30 AM	0	4	4	0	2	2	8	0	8	14
08:45 AM	0	2	2	0	2	2	5	0	5	9
Total Volume	0	12	12	0	7	7	21	0	21	40
% App. Total	0	100		0	100		100	0		
PHF	.000	.600	.600	.000	.875	.875	.656	.000	.656	.714

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	5	5	0	1	1	5	0	5
+15 mins.	0	1	1	0	2	2	3	0	3
+30 mins.	0	4	4	0	2	2	8	0	8
+45 mins.	0	2	2	0	2	2	5	0	5
Total Volume	0	12	12	0	7	7	21	0	21
% App. Total	0	100		0	100		100	0	
PHF	.000	.600	.600	.000	.875	.875	.656	.000	.656

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

File Name : LACSE405NAM
Site Code :
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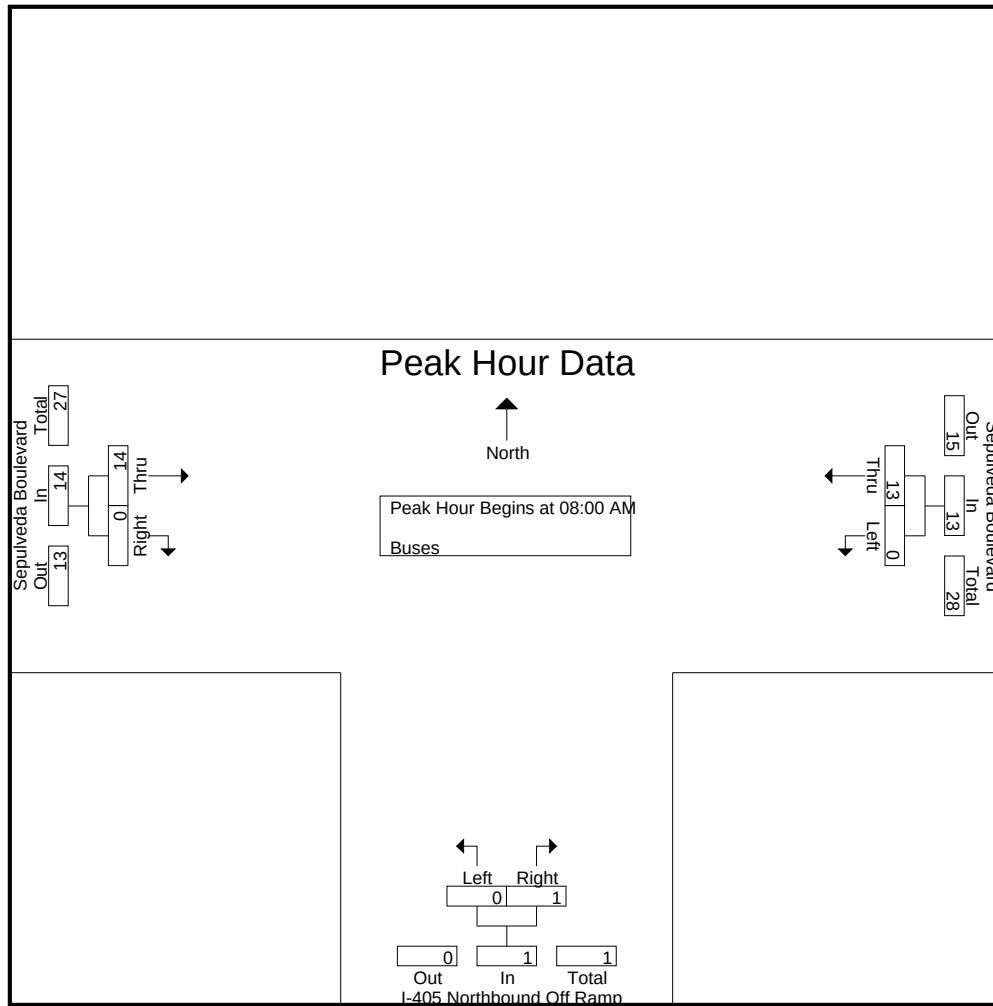
Groups Printed- Buses

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	6	0	6	8
07:15 AM	0	4	4	0	0	0	7	0	7	11
07:30 AM	0	2	2	0	0	0	3	0	3	5
07:45 AM	0	5	5	0	0	0	3	0	3	8
Total	0	13	13	0	0	0	19	0	19	32
08:00 AM	0	4	4	0	0	0	7	0	7	11
08:15 AM	0	3	3	0	1	1	2	0	2	6
08:30 AM	0	5	5	0	0	0	3	0	3	8
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	13	13	0	1	1	14	0	14	28
09:00 AM	0	5	5	0	0	0	7	0	7	12
09:15 AM	0	4	4	0	1	1	3	0	3	8
09:30 AM	0	2	2	0	2	2	4	0	4	8
09:45 AM	0	5	5	0	0	0	4	0	4	9
Total	0	16	16	0	3	3	18	0	18	37
Grand Total	0	42	42	0	4	4	51	0	51	97
Apprch %	0	100		0	100		100	0		
Total %	0	43.3	43.3	0	4.1	4.1	52.6	0	52.6	

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	4	4	0	0	0	7	0	7	11
08:15 AM	0	3	3	0	1	1	2	0	2	6
08:30 AM	0	5	5	0	0	0	3	0	3	8
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total Volume	0	13	13	0	1	1	14	0	14	28
% App. Total	0	100		0	100		100	0		
PHF	.000	.650	.650	.000	.250	.250	.500	.000	.500	.636

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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	4	4	0	0	0	7	0	7
+15 mins.	0	3	3	0	1	1	2	0	2
+30 mins.	0	5	5	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	2	0	2
Total Volume	0	13	13	0	1	1	14	0	14
% App. Total	0	100		0	100		100	0	
PHF	.000	.650	.650	.000	.250	.250	.500	.000	.500

City of Los Angeles
N/S: Sepulveda Boulevard
E/W: I-405 Northbound Off Ramp
Weather: Clear

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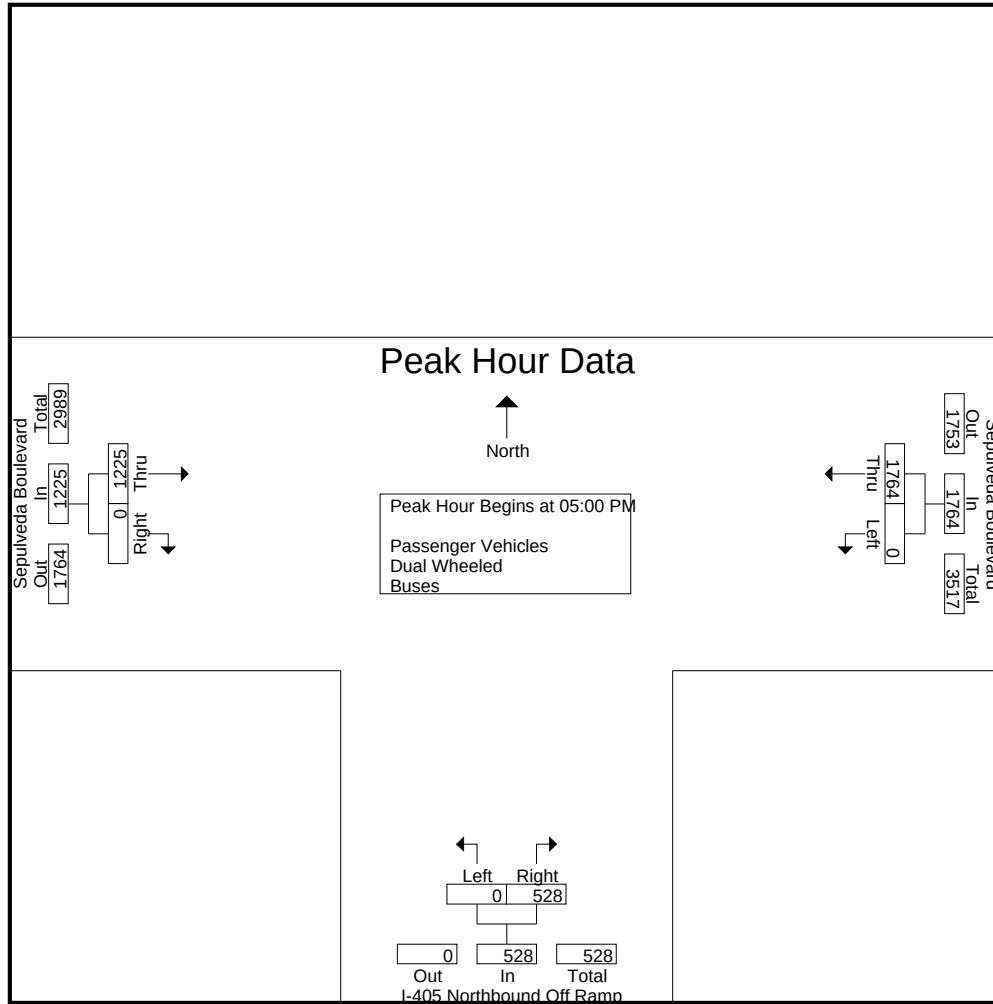
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	325	325	0	114	114	257	0	257	696
03:15 PM	0	365	365	0	109	109	254	0	254	728
03:30 PM	0	374	374	0	109	109	269	0	269	752
03:45 PM	0	414	414	0	105	105	278	0	278	797
Total	0	1478	1478	0	437	437	1058	0	1058	2973
04:00 PM	0	435	435	0	97	97	262	0	262	794
04:15 PM	0	419	419	0	118	118	282	0	282	819
04:30 PM	0	423	423	0	118	118	256	0	256	797
04:45 PM	0	400	400	0	133	133	281	0	281	814
Total	0	1677	1677	0	466	466	1081	0	1081	3224
05:00 PM	0	470	470	0	101	101	296	0	296	867
05:15 PM	0	446	446	0	128	128	314	0	314	888
05:30 PM	0	464	464	0	151	151	309	0	309	924
05:45 PM	0	384	384	0	148	148	306	0	306	838
Total	0	1764	1764	0	528	528	1225	0	1225	3517
Grand Total	0	4919	4919	0	1431	1431	3364	0	3364	9714
Apprch %	0	100		0	100		100	0		
Total %	0	50.6	50.6	0	14.7	14.7	34.6	0	34.6	
Passenger Vehicles	0	4834	4834	0	1420	1420	3295	0	3295	9549
% Passenger Vehicles	0	98.3	98.3	0	99.2	99.2	97.9	0	97.9	98.3
Dual Wheeled	0	36	36	0	10	10	19	0	19	65
% Dual Wheeled	0	0.7	0.7	0	0.7	0.7	0.6	0	0.6	0.7
Buses	0	49	49	0	1	1	50	0	50	100
% Buses	0	1	1	0	0.1	0.1	1.5	0	1.5	1

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	470	470	0	101	101	296	0	296	867
05:15 PM	0	446	446	0	128	128	314	0	314	888
05:30 PM	0	464	464	0	151	151	309	0	309	924
05:45 PM	0	384	384	0	148	148	306	0	306	838
Total Volume	0	1764	1764	0	528	528	1225	0	1225	3517
% App. Total	0	100		0	100		100	0		
PHF	.000	.938	.938	.000	.874	.874	.975	.000	.975	.952

City of Los Angeles
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			05:00 PM		
+0 mins.	0	400	400	0	101	101	296	0	296
+15 mins.	0	470	470	0	128	128	314	0	314
+30 mins.	0	446	446	0	151	151	309	0	309
+45 mins.	0	464	464	0	148	148	306	0	306
Total Volume	0	1780	1780	0	528	528	1225	0	1225
% App. Total	0	100		0	100		100	0	
PHF	.000	.947	.947	.000	.874	.874	.975	.000	.975

City of Los Angeles
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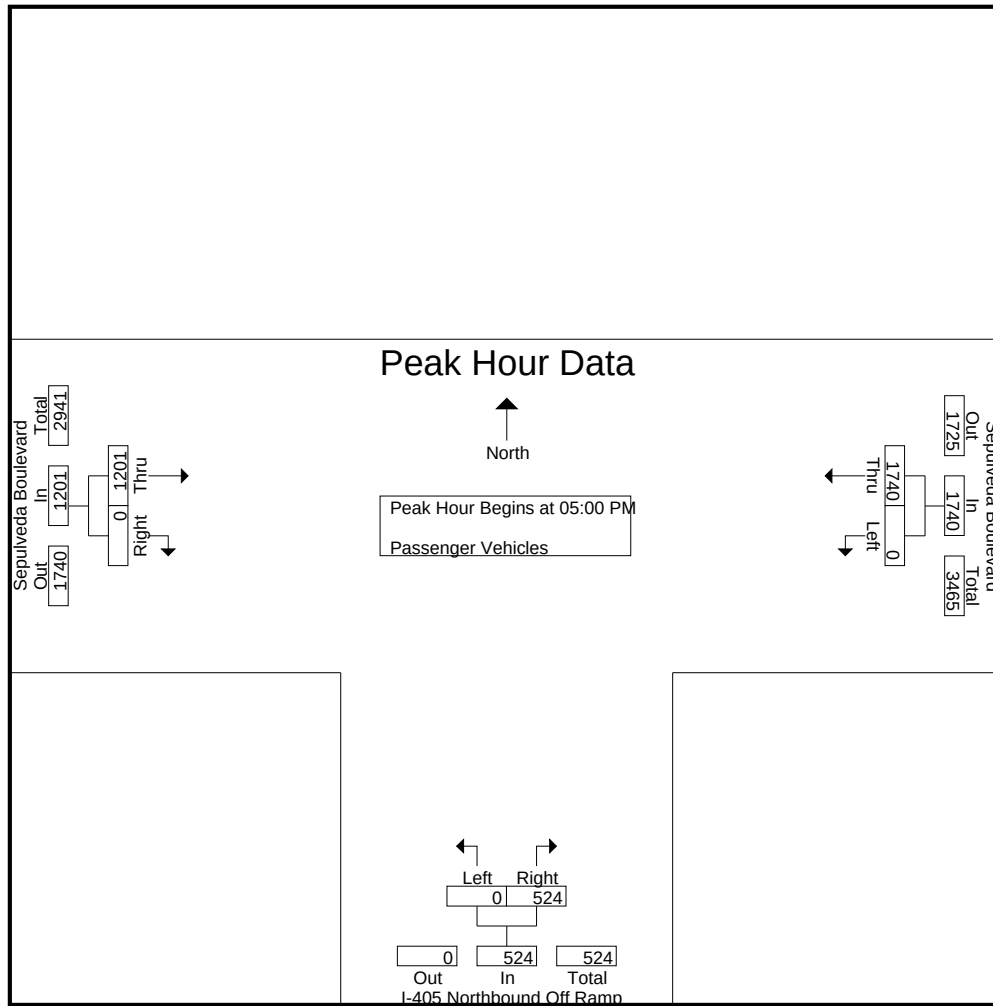
Groups Printed- Passenger Vehicles

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	322	322	0	113	113	253	0	253	688
03:15 PM	0	358	358	0	108	108	248	0	248	714
03:30 PM	0	367	367	0	107	107	264	0	264	738
03:45 PM	0	407	407	0	105	105	271	0	271	783
Total	0	1454	1454	0	433	433	1036	0	1036	2923
04:00 PM	0	422	422	0	97	97	253	0	253	772
04:15 PM	0	407	407	0	117	117	278	0	278	802
04:30 PM	0	416	416	0	116	116	250	0	250	782
04:45 PM	0	395	395	0	133	133	277	0	277	805
Total	0	1640	1640	0	463	463	1058	0	1058	3161
05:00 PM	0	464	464	0	101	101	290	0	290	855
05:15 PM	0	441	441	0	127	127	309	0	309	877
05:30 PM	0	456	456	0	149	149	303	0	303	908
05:45 PM	0	379	379	0	147	147	299	0	299	825
Total	0	1740	1740	0	524	524	1201	0	1201	3465
Grand Total	0	4834	4834	0	1420	1420	3295	0	3295	9549
Apprch %	0	100		0	100		100	0		
Total %	0	50.6	50.6	0	14.9	14.9	34.5	0	34.5	

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	464	464	0	101	101	290	0	290	855
05:15 PM	0	441	441	0	127	127	309	0	309	877
05:30 PM	0	456	456	0	149	149	303	0	303	908
05:45 PM	0	379	379	0	147	147	299	0	299	825
Total Volume	0	1740	1740	0	524	524	1201	0	1201	3465
% App. Total	0	100		0	100		100	0		
PHF	.000	.938	.938	.000	.879	.879	.972	.000	.972	.954

City of Los Angeles
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Weather: Clear

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	464	464	0	101	101	290	0	290
+15 mins.	0	441	441	0	127	127	309	0	309
+30 mins.	0	456	456	0	149	149	303	0	303
+45 mins.	0	379	379	0	147	147	299	0	299
Total Volume	0	1740	1740	0	524	524	1201	0	1201
% App. Total	0	100		0	100		100	0	
PHF	.000	.938	.938	.000	.879	.879	.972	.000	.972

City of Los Angeles
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E/W: I-405 Northbound Off Ramp
Weather: Clear

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Groups Printed- Dual Wheeled

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	3	3	0	0	0	1	0	1	4
03:15 PM	0	0	0	0	1	1	1	0	1	2
03:30 PM	0	2	2	0	2	2	3	0	3	7
03:45 PM	0	4	4	0	0	0	1	0	1	5
Total	0	9	9	0	3	3	6	0	6	18
04:00 PM	0	4	4	0	0	0	3	0	3	7
04:15 PM	0	8	8	0	1	1	1	0	1	10
04:30 PM	0	2	2	0	2	2	2	0	2	6
04:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	15	15	0	3	3	7	0	7	25
05:00 PM	0	4	4	0	0	0	0	0	0	4
05:15 PM	0	1	1	0	1	1	1	0	1	3
05:30 PM	0	3	3	0	2	2	3	0	3	8
05:45 PM	0	4	4	0	1	1	2	0	2	7
Total	0	12	12	0	4	4	6	0	6	22
Grand Total	0	36	36	0	10	10	19	0	19	65
Apprch %	0	100		0	100		100	0		
Total %	0	55.4	55.4	0	15.4	15.4	29.2	0	29.2	

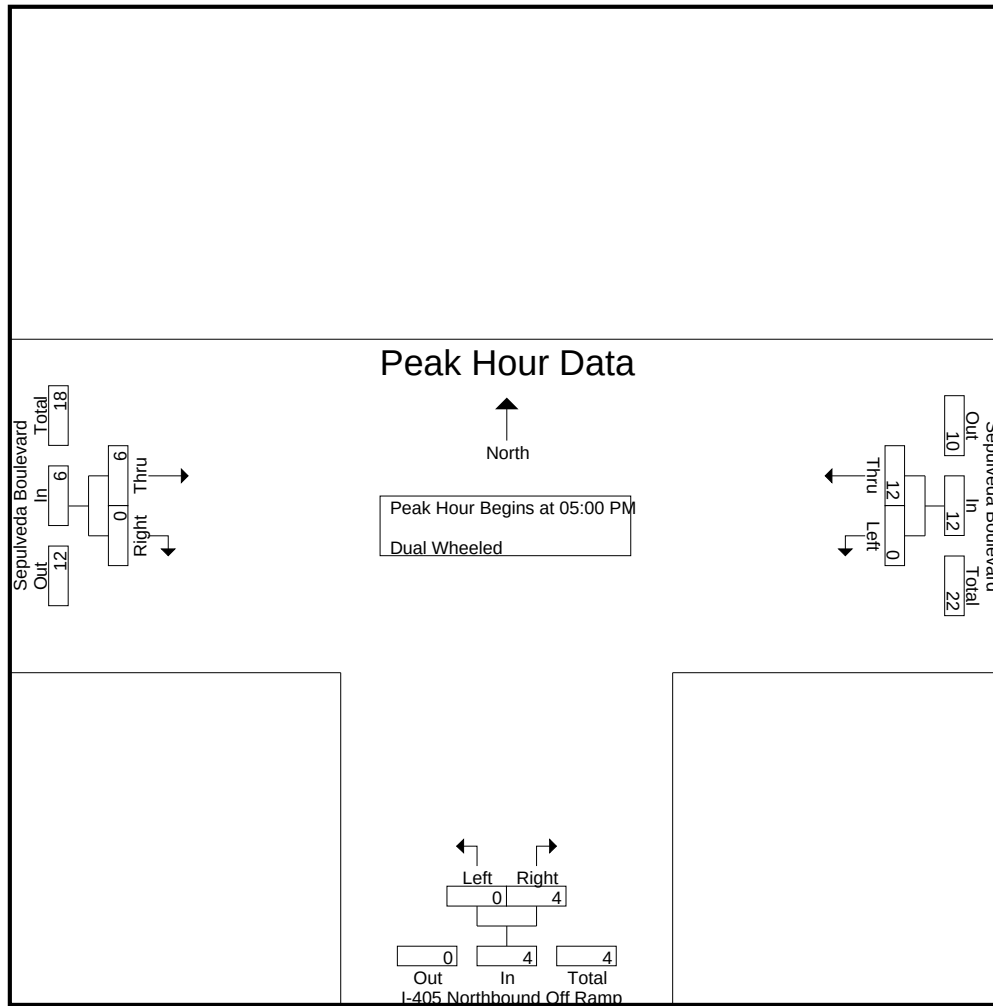
	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
05:00 PM	0	4	4	0	0	0	0	0	0	4
05:15 PM	0	1	1	0	1	1	1	0	1	3
05:30 PM	0	3	3	0	2	2	3	0	3	8
05:45 PM	0	4	4	0	1	1	2	0	2	7
Total Volume	0	12	12	0	4	4	6	0	6	22
% App. Total	0	100		0	100		100	0		
PHF	.000	.750	.750	.000	.500	.500	.500	.000	.500	.688

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of Los Angeles
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	4	4	0	0	0	0	0	0
+15 mins.	0	1	1	0	1	1	1	0	1
+30 mins.	0	3	3	0	2	2	3	0	3
+45 mins.	0	4	4	0	1	1	2	0	2
Total Volume	0	12	12	0	4	4	6	0	6
% App. Total	0	100		0	100		100	0	
PHF	.000	.750	.750	.000	.500	.500	.500	.000	.500

City of Los Angeles
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Weather: Clear

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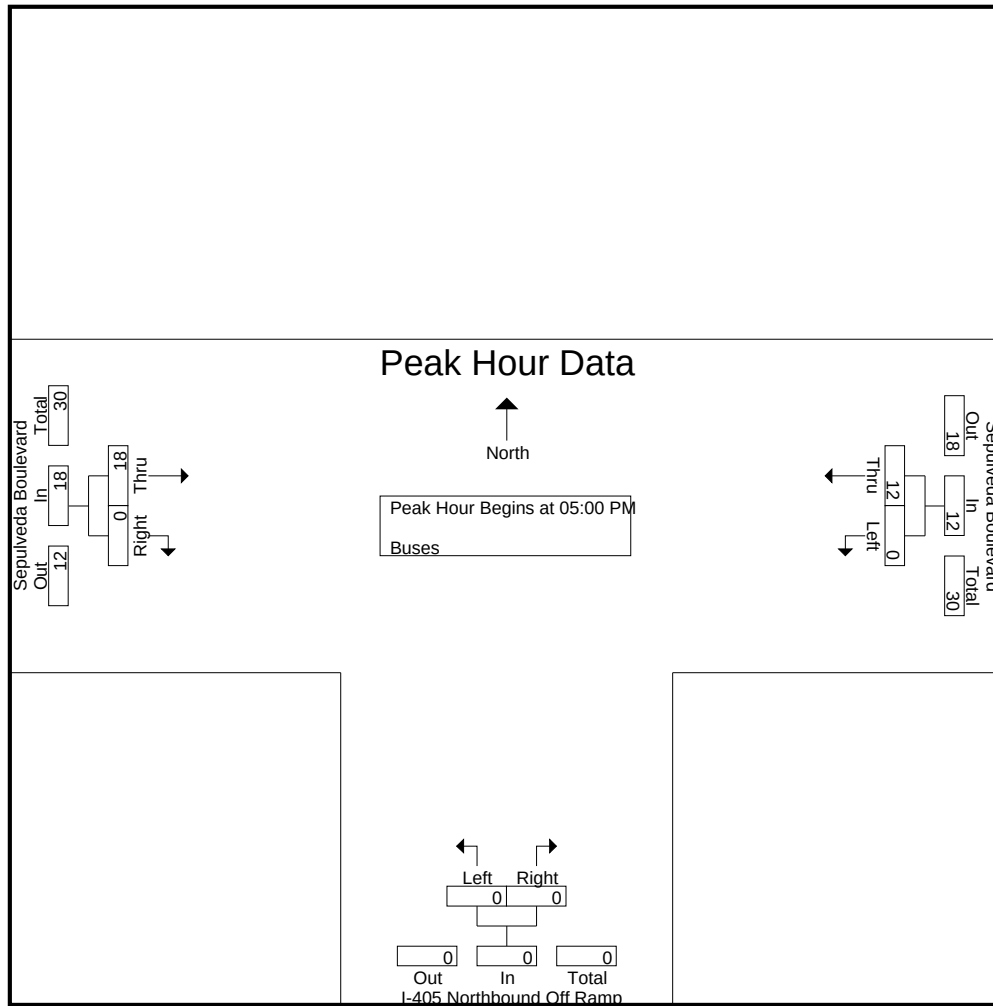
Groups Printed- Buses

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	1	3	0	3	4
03:15 PM	0	7	7	0	0	0	5	0	5	12
03:30 PM	0	5	5	0	0	0	2	0	2	7
03:45 PM	0	3	3	0	0	0	6	0	6	9
Total	0	15	15	0	1	1	16	0	16	32
04:00 PM	0	9	9	0	0	0	6	0	6	15
04:15 PM	0	4	4	0	0	0	3	0	3	7
04:30 PM	0	5	5	0	0	0	4	0	4	9
04:45 PM	0	4	4	0	0	0	3	0	3	7
Total	0	22	22	0	0	0	16	0	16	38
05:00 PM	0	2	2	0	0	0	6	0	6	8
05:15 PM	0	4	4	0	0	0	4	0	4	8
05:30 PM	0	5	5	0	0	0	3	0	3	8
05:45 PM	0	1	1	0	0	0	5	0	5	6
Total	0	12	12	0	0	0	18	0	18	30
Grand Total	0	49	49	0	1	1	50	0	50	100
Apprch %	0	100		0	100		100	0		
Total %	0	49	49	0	1	1	50	0	50	

	Sepulveda Boulevard Westbound			I-405 Northbound Off Ramp Northbound			Sepulveda Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	0	0	0	6	0	6	8
05:15 PM	0	4	4	0	0	0	4	0	4	8
05:30 PM	0	5	5	0	0	0	3	0	3	8
05:45 PM	0	1	1	0	0	0	5	0	5	6
Total Volume	0	12	12	0	0	0	18	0	18	30
% App. Total	0	100		0	0		100	0		
PHF	.000	.600	.600	.000	.000	.000	.750	.000	.750	.938

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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	2	2	0	0	0	6	0	6
+15 mins.	0	4	4	0	0	0	4	0	4
+30 mins.	0	5	5	0	0	0	3	0	3
+45 mins.	0	1	1	0	0	0	5	0	5
Total Volume	0	12	12	0	0	0	18	0	18
% App. Total	0	100		0	0		100	0	
PHF	.000	.600	.600	.000	.000	.000	.750	.000	.750

APPENDIX G

SYNCHRO ANALYSIS AT CITY TRANSPORTATION YARD DRIVEWAY

HCM Unsignalized Intersection Capacity Analysis

5: Jefferson Blvd. & Culver CityBus Dwy.

5/9/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	9	1	1529	1784	6
Future Volume (Veh/h)	8	9	1	1529	1784	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	10	1	1662	1939	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				482	476	
pX, platoon unblocked	0.66	0.55	0.55			
vC, conflicting volume	2776	973	1946			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1128	0	1075			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	98	100			
cM capacity (veh/h)	130	594	353			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	19	555	1108	1293	653	
Volume Left	9	1	0	0	0	
Volume Right	10	0	0	0	7	
cSH	221	353	1700	1700	1700	
Volume to Capacity	0.09	0.00	0.65	0.76	0.38	
Queue Length 95th (ft)	7	0	0	0	0	
Control Delay (s)	22.8	0.1	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	22.8	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			59.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Jefferson Blvd. & Culver CityBus Dwy.

5/9/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	12	9	2008	1302	9
Future Volume (Veh/h)	13	12	9	2008	1302	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	13	10	2183	1415	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				482	476	
pX, platoon unblocked	0.38	0.72	0.72			
vC, conflicting volume	2532	712	1425			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	826			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	98	98			
cM capacity (veh/h)	386	786	580			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	738	1455	943	482	
Volume Left	14	10	0	0	0	
Volume Right	13	0	0	0	10	
cSH	511	580	1700	1700	1700	
Volume to Capacity	0.05	0.02	0.86	0.55	0.28	
Queue Length 95th (ft)	4	1	0	0	0	
Control Delay (s)	12.4	0.5	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	12.4	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			71.8%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Jefferson Blvd. & Culver CityBus Dwy.

5/9/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	9	1	1537	1840	6
Future Volume (Veh/h)	8	9	1	1537	1840	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	10	1	1671	2000	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				482	476	
pX, platoon unblocked	0.65	0.54	0.54			
vC, conflicting volume	2841	1004	2007			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1186	0	1161			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	98	100			
cM capacity (veh/h)	118	585	323			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	19	558	1114	1333	674	
Volume Left	9	1	0	0	0	
Volume Right	10	0	0	0	7	
cSH	204	323	1700	1700	1700	
Volume to Capacity	0.09	0.00	0.66	0.78	0.40	
Queue Length 95th (ft)	8	0	0	0	0	
Control Delay (s)	24.5	0.1	0.0	0.0	0.0	
Lane LOS	C	A				
Approach Delay (s)	24.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			61.1%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Jefferson Blvd. & Culver CityBus Dwy.

5/9/2016



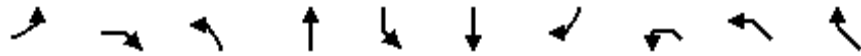
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	12	9	2058	1313	9
Future Volume (Veh/h)	13	12	9	2058	1313	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	13	10	2237	1427	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				482	476	
pX, platoon unblocked	0.39	0.72	0.72			
vC, conflicting volume	2570	718	1437			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	827			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	98	98			
cM capacity (veh/h)	388	780	575			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	756	1491	951	486	
Volume Left	14	10	0	0	0	
Volume Right	13	0	0	0	10	
cSH	512	575	1700	1700	1700	
Volume to Capacity	0.05	0.02	0.88	0.56	0.29	
Queue Length 95th (ft)	4	1	0	0	0	
Control Delay (s)	12.4	0.5	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	12.4	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			73.2%	ICU Level of Service		D
Analysis Period (min)			15			

APPENDIX H
SYNCHRO ANALYSIS AT JEFFERSON BOULEVARD/DUQUESNE
AVENUE

Queues

4: Jefferson Blvd. & Duquesne Ave.

5/9/2016



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	300	343	338	1324	34	1615	487	10	39	5
v/c Ratio	1.00	0.58	0.98	0.61	0.35	0.97	0.52	0.13	0.09	0.01
Control Delay	98.3	10.4	81.1	10.0	65.0	47.2	7.7	42.6	38.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	10.4	81.1	10.0	65.0	47.2	7.7	42.6	38.1	0.0
Queue Length 50th (ft)	234	18	262	127	26	624	57	6	24	0
Queue Length 95th (ft)	#418	106	#456	143	61	#802	146	23	55	0
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	301	594	346	2156	97	1666	934	77	411	533
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.58	0.98	0.61	0.35	0.97	0.52	0.13	0.09	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues

4: Jefferson Blvd. & Duquesne Ave.

5/9/2016



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	509	383	358	1825	36	1022	240	48	46	47
v/c Ratio	1.09	0.50	0.95	1.04	0.48	0.88	0.36	0.23	0.07	0.07
Control Delay	105.3	6.8	66.4	49.9	77.2	47.9	6.8	31.9	26.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.3	6.8	66.4	49.9	77.2	47.9	6.8	31.9	26.9	4.6
Queue Length 50th (ft)	~443	19	276	~801	28	391	11	26	24	0
Queue Length 95th (ft)	#656	95	m#434	#936	#70	#490	70	60	51	19
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	468	773	376	1763	75	1164	667	205	644	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.50	0.95	1.04	0.48	0.88	0.36	0.23	0.07	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

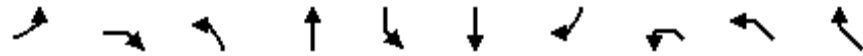
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Jefferson Blvd. & Duquesne Ave.

5/9/2016



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	300	371	342	1329	34	1648	487	10	39	5
v/c Ratio	1.02	0.61	0.99	0.61	0.35	0.98	0.52	0.16	0.10	0.01
Control Delay	104.7	10.6	83.7	9.6	65.0	48.8	7.7	46.0	38.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.7	10.6	83.7	9.6	65.0	48.8	7.7	46.0	38.6	0.0
Queue Length 50th (ft)	~241	18	267	128	26	641	57	6	24	0
Queue Length 95th (ft)	#424	112	#462	144	61	#823	146	24	55	0
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	294	609	346	2173	97	1683	938	61	402	526
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.61	0.99	0.61	0.35	0.98	0.52	0.16	0.10	0.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

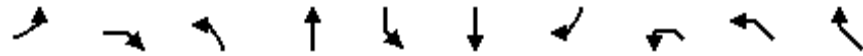
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

4: Jefferson Blvd. & Duquesne Ave.

5/9/2016



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	509	388	383	1855	36	1028	240	48	46	47
v/c Ratio	1.09	0.50	0.98	1.05	0.48	0.90	0.37	0.24	0.07	0.07
Control Delay	105.3	6.8	73.2	56.5	77.2	51.0	7.2	32.1	26.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.3	6.8	73.2	56.5	77.2	51.0	7.2	32.1	26.9	4.6
Queue Length 50th (ft)	~443	19	298	~828	28	399	13	26	24	0
Queue Length 95th (ft)	#656	96	m#478	#958	#70	#522	73	60	51	19
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	468	777	389	1763	75	1138	655	201	644	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.50	0.98	1.05	0.48	0.90	0.37	0.24	0.07	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

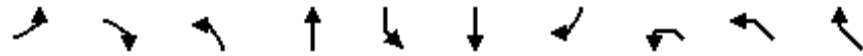
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

4: Jefferson Blvd. & Duquesne Ave.

6/3/2016



Lane Group	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	452	219	342	1329	34	1648	487	10	40	4
v/c Ratio	0.63	0.44	1.06	0.68	0.24	1.03	0.54	0.04	0.10	0.01
Control Delay	33.4	8.0	99.7	15.3	22.5	63.2	9.1	38.4	0.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	8.0	99.7	15.3	22.5	63.2	9.1	38.4	0.5	0.0
Queue Length 50th (ft)	124	0	~239	188	14	~718	68	6	0	0
Queue Length 95th (ft)	182	70	#429	212	34	#858	166	22	0	0
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	721	495	323	1954	143	1601	901	285	401	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.44	1.06	0.68	0.24	1.03	0.54	0.04	0.10	0.01

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

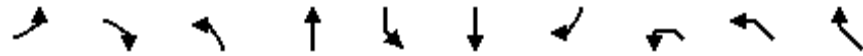
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

4: Jefferson Blvd. & Duquesne Ave.

6/3/2016



Lane Group	EBL	EBR2	NBL	NBT	SBL	SBT	SBR	NWL2	NWL	NWR
Lane Group Flow (vph)	609	288	383	1855	36	1028	240	43	51	47
v/c Ratio	0.64	0.34	0.98	1.06	0.26	0.83	0.34	0.09	0.11	0.07
Control Delay	30.6	13.9	75.9	71.0	18.8	42.6	5.8	27.0	27.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	13.9	75.9	71.0	18.8	42.6	5.8	27.0	27.3	4.5
Queue Length 50th (ft)	170	114	245	~834	12	381	7	23	27	0
Queue Length 95th (ft)	234	178	#446	#975	27	468	62	51	58	19
Internal Link Dist (ft)	669			396		283			178	
Turn Bay Length (ft)	100		250		75		50	120	120	120
Base Capacity (vph)	956	836	391	1744	137	1239	701	456	456	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.34	0.98	1.06	0.26	0.83	0.34	0.09	0.11	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.