

**DRAFT**

**Attachment No. 6**

**TRAFFIC IMPACT REPORT FOR PROPOSED  
WASHINGTON (9735) MIXED-USE PROJECT**

**Prepared for:**

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## **EXECUTIVE SUMMARY**

The Washington (9735) Mixed-Use Project (the Project) is a proposed development consisting of 60,065 square feet of office space, 12,249 square feet of shopping center, 2,147 square feet of high-turnover restaurant and 2,000 square feet of quality restaurant in Downtown Culver City. For the traffic study purpose, the size of each Project component is in gross floor area including accessory spaces, such as stairs, ducts, connecting corridors, and etc. The Project Site is located at 9735 Washington Boulevard. Currently, the Project Site is developed with a 9,000 square-foot bank and 7,200 square feet of vacant office space, which will be removed to accommodate the Project.

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 691 new trips per day at area intersections, including 65 AM and 51 PM peak-hour trips.

Parking for the Project would be provided in a parking structure underneath the Project building. The parking structure would include three levels of subterranean parking. Vehicular access to parking for all of the Project uses would be provided via full-access driveways on Delmas Terrace.

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 applicable bicycle parking requirements by providing sufficient bicycle stalls.

The traffic study presented herein analyzed existing (2016) and future (2020) AM and PM peak-hour traffic conditions at seven critical intersections in the vicinity of the Project Site. The cumulative traffic conditions with the development of 40 potential

related projects in the surrounding area were also analyzed. The Project is not anticipated to have significant traffic impacts at any of the seven study intersections under the existing and future conditions.

Project traffic impacts were also analyzed at monitoring locations within the Congestion Management Program (CMP). No significant regional traffic impacts were determined for the CMP monitoring intersections or freeway locations. 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. In addition, the Project's transit impacts on the public transit system were analyzed based on existing available transit capacity. No significant transit impacts were identified.

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## INTRODUCTION

The Project under consideration is a mixed-use development with office, retail and restaurant components. The Project Site is located at 9735 Washington Boulevard in Downtown Culver City. As shown in Figure 1, Project Site Vicinity Map, the Project Site is located at the northeast corner of Washington Boulevard and Delmas Terrace, one block east of Hughes Avenue.

Currently, the Project Site is developed with a 9,000 square-foot bank and 7,200 square feet of vacant office space, which will be removed to accommodate the Project. The Project would construct a new four-story building with 60,065 square feet of office space, 12,249 square feet of shopping center, 2,147 square feet of high-turnover restaurant and 2,000 square feet of quality restaurant. For the traffic study purpose, the size of each Project component is in gross floor area including accessory spaces, such as stairs, ducts, connecting corridors, and etc.

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 signed Traffic Study Memorandum of Understanding 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 seven study intersections:

1. Hughes Avenue & Venice Boulevard
2. Duquesne Avenue/Hughes Avenue & Washington Boulevard
3. Watseka Avenue & Washington Boulevard/Culver Boulevard
4. Irving Place & Culver Boulevard



FIGURE 1

8/18/2016

FM WASHINGTON (9735) MIXED USE CC SITE VICINITY

# PROJECT SITE VICINITY MAP AND STUDY INTERSECTIONS LOCATION MAP



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5. Cardiff Avenue & Culver Boulevard
6. Main Street & Culver Boulevard
7. Canfield Avenue & Washington Boulevard/Culver Boulevard

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.

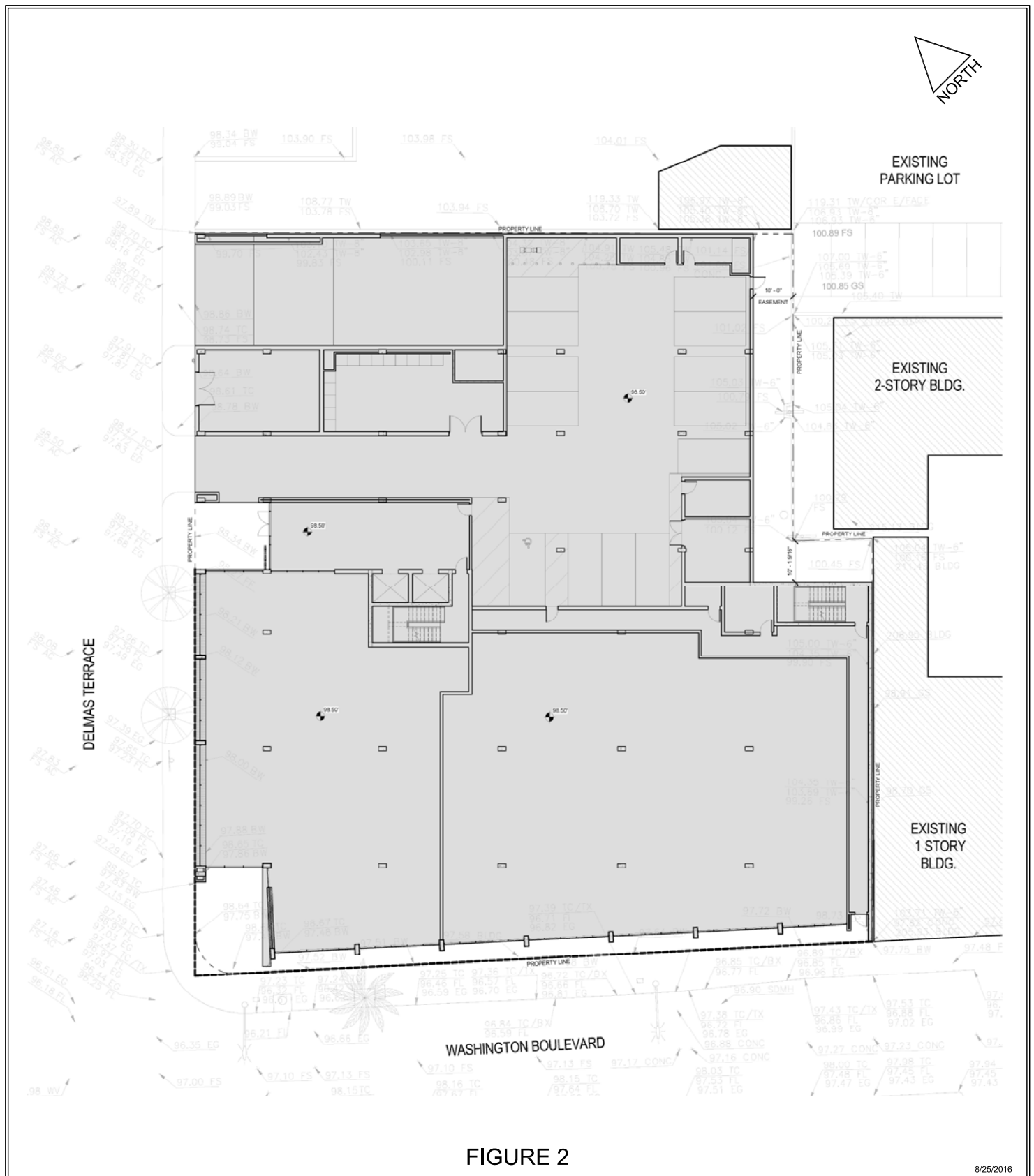
## **PROJECT DESCRIPTION**

The Project is a mixed-use development with office, retail and restaurant components. The Project Site is located at 9735 Washington Boulevard in Downtown Culver City. Currently, the Project Site is developed with a 9,000 square-foot bank and 7,200 square feet of vacant office space, which will be removed to accommodate the Project. The Project would construct a new four-story building with 60,065 square feet of office space, 12,249 square feet of shopping center, 2,147 square feet of high-turnover restaurant and 2,000 square feet of quality restaurant. For the traffic study purpose, the size of each Project component is in gross floor area including accessory spaces, such as stairs, ducts, connecting corridors, and etc.

For purposes of a conservative traffic analysis, a Project completion year of 2020 has been assumed. The Project Site plan is provided as Figure 2.

Parking for the Project would be provided in a parking structure underneath the Project building. The parking structure would include three levels of subterranean parking. Vehicular access to parking for the retail, office and restaurant uses would be provided via full-access driveways on Delmas Terrace.

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 applicable bicycle parking requirements by providing sufficient bicycle stalls.



8/25/2016

FN: WASHINGTON (9735) MIXED USE CC/SITE-PLAN

## CONCEPTUAL PROJECT SITE PLAN



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## **ENVIRONMENTAL SETTING**

The Project is located at northeast corner of Washington Boulevard and Delmas Terrance. Located in Downtown Culver City, the neighborhood surrounding the Project Site is primarily developed with low- to medium-density commercial and residential uses, and City Hall.

Commercial uses near the Project include local and regional-serving retail, office and restaurant establishments. The commercial uses are primarily concentrated along the arterials and major roadways, including Washington Boulevard and Culver Boulevard. The Project Site is immediately surrounded by commercial development along Washington Boulevard. Medical and studio uses are also included in the surrounding area, with the Southern California Hospital at Culver City located immediately to the north of the Project site. Residential development in the Project area is both single-family and multi-family in nature. Immediately northwest of the Project Site is a multi-family residential building. Most of the residential development is located on the blocks southeast of Culver Boulevard and north of Venice Boulevard, behind the major arterials. Additionally, the City of Culver City Hall is located on Culver Boulevard, 1 block south of the Project site.

The Project Site and surrounding uses are well served by Primary Arteries and Secondary Arteries, including Venice Boulevard, Washington Boulevard, Culver Boulevard, Hughes Avenue and Duquesne Avenue. In addition, the Project is proximate to the Santa Monica Freeway (I-10), the San Diego Freeway (I-405) and the Marina Freeway (SR-90), which are located one mile north, one and a half miles west and three miles south, respectively. 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. This Interstate runs in the State of California east from Santa Monica through Los Angeles and San Bernardino to the border with Arizona. Near the Project Site, the Santa Monica Freeway connects Downtown Los Angeles to Mid City, Culver City, West Los Angeles and Santa Monica. In the Project vicinity, this freeway typically provides five travel lanes in each direction. Interchanges with surface street ramp access are provided at Overland Avenue, National Boulevard and Robertson Boulevard.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the Santa Monica Freeway near the Project (between National Boulevard and Robertson Boulevard), are approximately 261,000 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. The San Diego Freeway branches off from the Golden State Freeway (I-5) in San Fernando and passes through the San Fernando Valley, West Los Angeles, South Central Los Angeles and Orange County before rejoining the Golden State Freeway in Irvine. The San Diego Freeway is the primary north-south route between the San Fernando Valley and Long Beach. In the Project vicinity, this freeway typically provides five general purpose travel lanes and one high-occupancy vehicle lane in each direction. Interchanges with surface street ramp access are provided at Venice Boulevard and Washington Boulevard/Culver Boulevard.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the San Diego Freeway near the Project (between Culver Boulevard and Venice Boulevard), are approximately 322,000 vehicles per day (VPD), with peak-hour volumes of approximately 20,200 vehicles per hour (VPH).

The Marina Freeway (SR-90) travels east-west, connecting the southern portion of Culver City with Marina Del Rey. The Marina Freeway spans less than four miles from its eastern extent at Slauson Avenue to its western terminus at Lincoln Boulevard (Pacific Coast Highway). In the Project vicinity, the Marina Freeway provides three to four travel lanes per direction. Surface street access nearest the Project Site is provided from the Marina Freeway eastern terminus at Slauson Avenue.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the Marina Freeway near the Project (between the San Diego Freeway and Slauson Avenue), are approximately 36,000 vehicles per day (VPD), with peak-hour volumes of approximately 2,800 vehicles per hour (VPH).

### **Streets and Highways**

Cardiff Avenue is a north-south roadway located approximately 600 feet east of the Project Site, designated a Local Street in both the Cities of Culver City and Los Angeles. This roadway provides access discontinuously through the Communities of Beverlywood, Castle Heights, Palms and Culver City. In the Project vicinity, Cardiff Avenue generally provides one travel lane in each direction within an approximate 45-foot wide roadway.

Canfield Avenue is a north-south roadway located less than 1500 feet east of the Project Site, designated a Local Street in both the Cities of Culver City and Los Angeles. Canfield Avenue provides access discontinuously in the Communities of Beverlywood, Castle Heights and Culver City. Canfield Avenue generally provides one travel lane in each direction within an approximate 35-foot wide roadway.

Culver Boulevard is a northeast-southwest roadway located less than 200 feet south of the Project Site. This roadway is designated as a Primary Artery in the City of Culver City and Avenue I in the City of Los Angeles. Culver Boulevard provides access from

Downtown Culver City to the Pacific Ocean, through the Communities of Washington Culver, McLaughlin and Playa Del Rey. In the Project vicinity, Culver Boulevard generally provides two travel lanes per direction within an approximate 80- to 95-foot wide roadway. Left-turn channelization is provided at major intersections.

Duquesne Avenue is a northwest-southeast roadway located less than 500 feet from the Project Site. Designated a Secondary Artery in the City of Culver City, this roadway provides local access through Culver City, connecting Downtown Culver City to Blair Hills. In the Project vicinity, Duquesne Avenue generally provides one travel lane in each direction within an approximate 50-foot wide roadway. Left-turn channelization is provided at major intersections.

Hughes Avenue is a north-south roadway located less than 500 feet west of the Project Site. In the Project vicinity, Hughes Avenue is designated as Secondary Artery in the City of Culver City and Collector in the City of Los Angeles. This roadway serves as the northern continuation of Duquesne Avenue, providing local access from Downtown Culver City to Exposition Boulevard. Hughes Avenue generally provides one travel lane per direction within an approximate 30-foot wide roadway.

Irving Place is a northwest-southeast roadway located less than 500 feet east of the Project Site. Designated as Local Street in the City of Culver City, Irving Place provides local access between Culver Boulevard and Lucerne Avenue (near Ballona Creek). Irving Place is generally a one-way street, but does allow two-way traffic near the Project Site. The roadway is approximately 40 feet wide.

Main Street is a north-south roadway located less than 1000 feet east of the Project Site. Designated a Local Street in the City of Culver City, Main Street provides limited, local access, extending only two blocks, from Culver Boulevard to Venice Boulevard.

North of Venice Boulevard, Main Street continues as Bagley Avenue. Main Street provides one travel lane in each direction within an approximate 50-foot wide roadway.

Venice Boulevard is an east-west roadway located approximately 500 feet north of the Project site. Designated a Primary Artery in the City of Culver City, a Boulevard II in the City of Los Angeles and State Route 187 by Caltrans, this roadway stretches across much of the Los Angeles urbanized area, connecting the Communities of Whittier, Pico Rivera, Commerce, Boyle Heights, South Los Angeles, Pico Union, Mid City, Culver City and Venice. In the Project vicinity, Venice Boulevard generally provides three through travel lanes and a bicycle lane per direction within an approximate 110-foot wide roadway. Left-turn channelization is provided at major intersections.

Washington Boulevard is an east-west roadway which forms the southern boundary of the Project Site. Designated a Primary Artery in the City of Culver City and a Boulevard II in the City of Los Angeles, this roadway stretches across much of the Los Angeles urbanized area, connecting the Communities of Whittier, Pico Rivera, Commerce, Boyle Heights, South Los Angeles, Pico Union, Mid City, Culver City and Venice. In the Project vicinity, Washington Boulevard generally provides two travel lanes per direction within an approximate 55-foot wide roadway. Left-turn channelization is provided at major intersections.

Watseka Avenue is a north-south roadway located less than 300 feet east south of the Project Site. Designated a Local Street in both the Cities of Culver City and Los Angeles, this roadway provides local access in Culver City and Los Angeles, extending from Washington Boulevard to Exposition Boulevard. Watseka Avenue generally provides one travel lane per direction within an approximate 40-foot wide roadway.

## **Existing (2016) Traffic Volumes**

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in May of 2016 when most schools were in session. 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 six study intersections are illustrated in Appendix C.

## **Public Transit**

The Culver City Bus, Los Angeles County Metropolitan Transportation Authority (Metro), and Los Angeles Department of Transportation (LADOT) provide an extensive system of bus lines in Culver City. A number of Culver City Bus, Metro and LADOT bus routes are within reasonable walking distance from the Project Site (less than approximately one-quarter mile), providing access for employees and patrons of the Project. The public transit routes serving the Project are described in detail below and depicted in Figure 4.

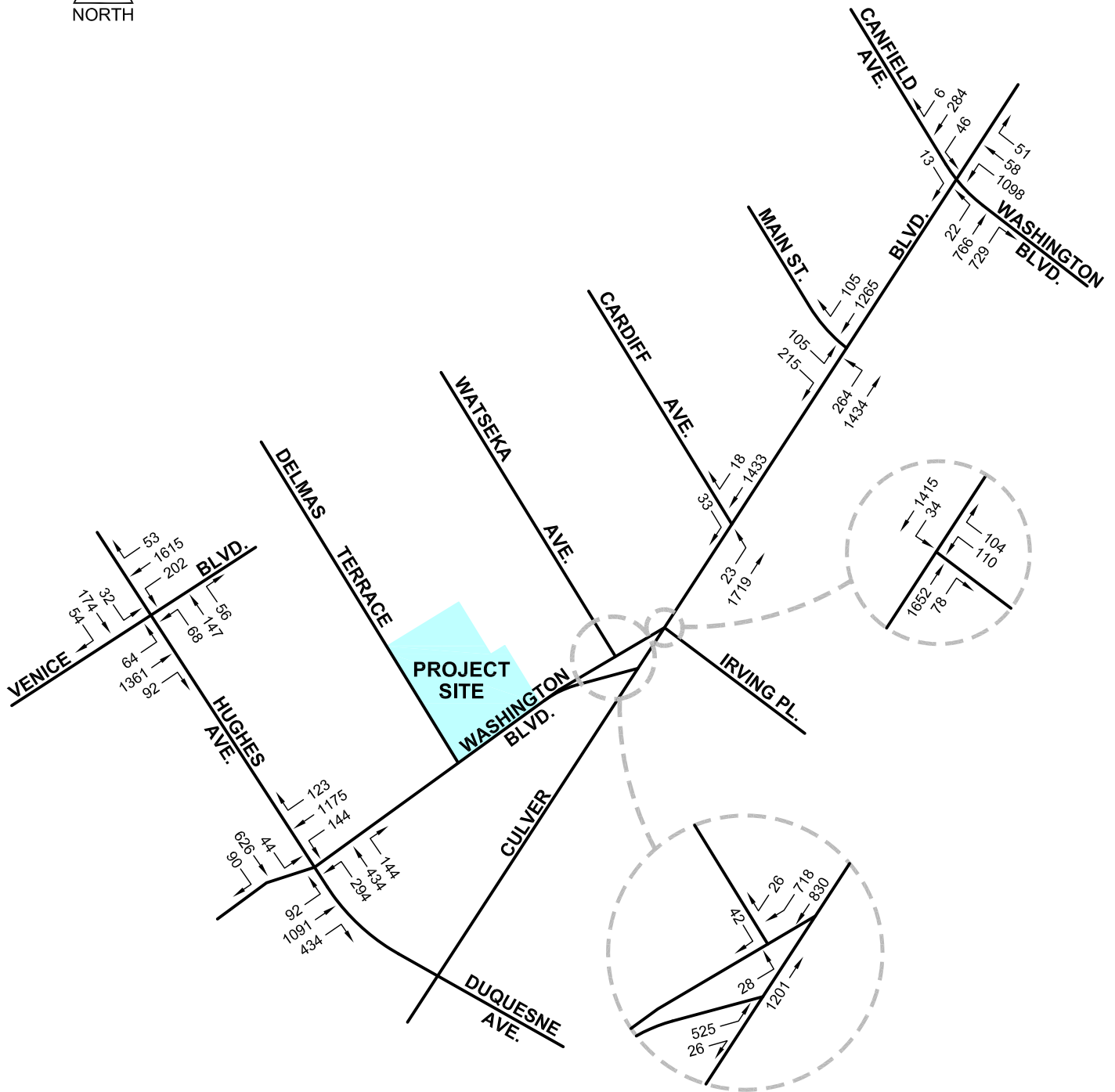


FIGURE 3(a)

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Washington(9735 )MixedUseCCIAM2016

EXISTING (2016) TRAFFIC VOLUMES  
AM PEAK HOUR



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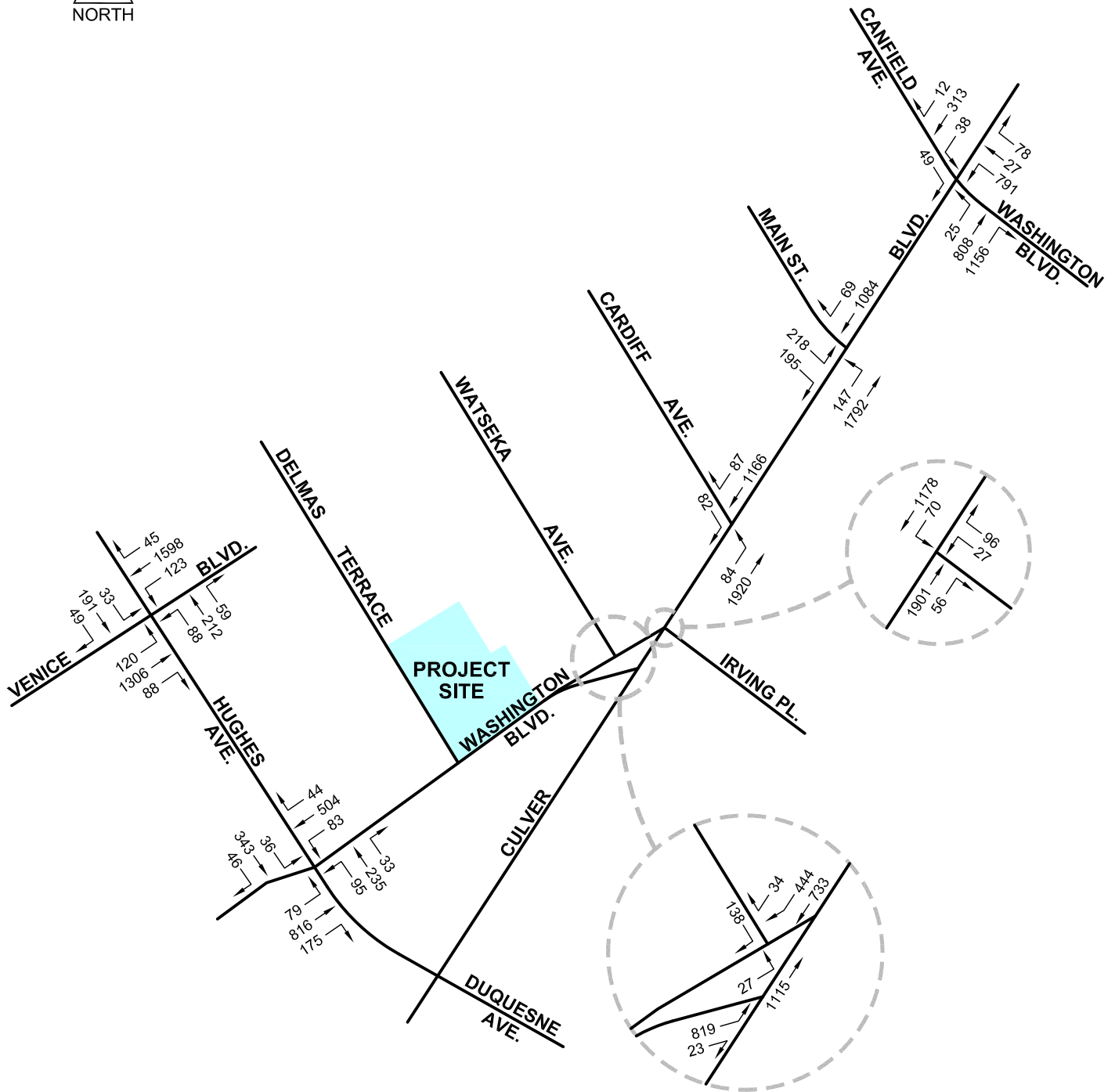


FIGURE 3(b)

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Washington(9735 )MixedUseCC/PM2016

EXISTING (2016) TRAFFIC VOLUMES  
PM PEAK HOUR



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FIGURE 4

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FN: Washington(9735)\TransMap

## TRANSIT SERVICE MAP



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### Culver City Bus

Line 1 provides east-west service between Culver City, Mar Vista and Venice via Washington Boulevard, including providing service to the Culver City Expo Rail Line station. Near the Project Site, Line 1 stops on Culver Boulevard at Washington Place and on Washington Boulevard at Hughes Avenue and Clarington Avenue. Line 1 operates daily, with headways of approximately 15 minutes during weekday AM and PM peak hours. Saturday, Sunday and holiday service is provided with longer headways.

Line 5 is a local circulator bus which provides service from Culver City Junior and Senior High Schools to Downtown Culver City and the surrounding neighborhood south of Downtown Culver City. Limited eastbound service extends to Venice High School. In the Project vicinity, Line 5 stops on Culver Boulevard, near Canfield Avenue. This bus operates on a limited schedule weekdays only during the school year. Line 5 provides one westbound bus in the morning and two eastbound buses in the afternoon.

Line 7 provides east-west service between Culver City and Marina Del Rey via Culver Boulevard, also connecting along Washington Boulevard to the Culver City Expo Rail Line station. Near the Project Site, Line 7 stops on Culver Boulevard at Washington Boulevard, Duquesne Avenue and Madison Avenue. Line 7 operates weekdays only, with headways of approximately 30 to 40 minutes during AM and PM peak hours.

### Metro Bus

Line 33 provides east-west service between Downtown Los Angeles, Culver City, Venice and Santa Monica via Venice Boulevard. This route stops in the Project vicinity on Venice Boulevard at Bagley Avenue and Hughes Avenue. Line 33

operates daily with headways of approximately 6 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday and holiday service is provided with longer headways.

Line 733 provides east-west service between Downtown Los Angeles, Culver City, Venice and Santa Monica via Venice Boulevard. Line 733 follows the same route as Line 33, but Line 733 is a Metro Rapid Line, part of the greater Metro Rapid Program, which uses a bus signal priority system in combination with frequent stops limited to major intersections in order to minimize travel time. The nearest stop to the Project by Line 733 is on Venice Boulevard at Bagley Avenue. Line 733 operates daily with headways of approximately 7 to 15 minutes during the weekday AM and PM peak hours. Saturday, Sunday and holiday service is provided with longer headways.

#### LADOT

Commuter Express 437 provides east-west express service between Downtown Los Angeles, Culver City and Marina del Rey. Commuter Express 437 only offers eastbound service in the morning and westbound service in the evening. Near the Project, eastbound Commuter Express 437 buses stop on Culver Boulevard at Washington Boulevard, Lafayette Place and Madison Avenue. Westbound Commuter Express 437 buses stop on Culver Boulevard at Washington Boulevard and Madison Avenue. Within the Project Vicinity, the westbound (PM) buses only drop off passengers; no passenger boarding is allowed. Service operates weekdays only, with headways of approximately 30 minutes during AM and PM peak hours.

In addition to the above mentioned transit routes within a one-quarter mile radius of the Project site, the Culver City Expo Rail Station is located approximately one-half mile east of the Project site. The Expo Line runs from Downtown Los Angeles to Downtown

Santa Monica. An extension providing service to East Los Angeles is currently under construction. This line also links with other rail lines and transit ways, providing access to North Hollywood, Long Beach, Redondo Beach, Norwalk, Chatsworth, Mid-Wilshire, Azusa and East Los Angeles.

When transfer opportunities considered, the Project is fairly well served by public transit. Thus, it is expected that some of the person trips generated by the Project will utilize public transportation as their primary travel mode instead of private vehicles.

### **Analysis of Existing (2016) Traffic Conditions**

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

1. Hughes Avenue & Venice Boulevard
2. Duquesne Avenue/Hughes Avenue & Washington Boulevard
3. Watseka Avenue & Washington Boulevard/Culver Boulevard
4. Irving Place & Culver Boulevard
5. Cardiff Avenue & Culver Boulevard
6. Main Street & Culver Boulevard
7. Canfield Avenue & Washington Boulevard/Culver Boulevard

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.<sup>1</sup> 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

---

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

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 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**  
**Maximum Sum of Critical Volumes (VPH)**

| <u>Level of Service</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, as indicated in Table 1. 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, August 2014.

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 F.

As shown in Table 3, acceptable Levels of Service (LOS A to D) have been determined for all of the study intersections, except the intersection of Duquesne Avenue/Hughes Avenue and Washington Boulevard, which operates at LOS F during the AM peak hour and LOS B during the PM peak hour under the existing conditions.

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

| <b><u>No.</u></b> <b><u>Intersection</u></b>  | <b><u>AM Peak Hour</u></b> |                   | <b><u>PM Peak Hour</u></b> |                   |
|-----------------------------------------------|----------------------------|-------------------|----------------------------|-------------------|
|                                               | <b><u>CMA</u></b>          | <b><u>LOS</u></b> | <b><u>CMA</u></b>          | <b><u>LOS</u></b> |
| 1. Hughes Ave & Venice Blvd                   | 0.556                      | A                 | 0.597                      | A                 |
| 2. Duquesne Ave/Hughes Ave & Washington Blvd  | 1.208                      | F                 | 0.639                      | B                 |
| 3. Watseka Ave & Washington Blvd/Culver Blvd  | 0.769                      | C                 | 0.813                      | D                 |
| 4. Irving Pl & Culver Blvd                    | 0.436                      | A                 | 0.479                      | A                 |
| 5. Cardiff Ave & Culver Blvd                  | 0.327                      | A                 | 0.383                      | A                 |
| 6. Main St & Culver Blvd                      | 0.633                      | B                 | 0.566                      | A                 |
| 7. Canfield Ave & Washington Blvd/Culver Blvd | 0.664                      | B                 | 0.596                      | 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, retail/restaurant (shopping center) and quality restaurant 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.

For this analysis, the ITE Trip Generation rates provided in Appendix D were used to determine the daily, AM and PM peak-hour trips generated by the proposed site 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, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

Trip reductions related to the Project are expected to occur as a result of “multi-purpose” or “internal” trips within the site. This type of trip generally occurs at integrated “mixed-use” developments containing a variety of uses. For example, in this case, some of the workers in the office space are expected to use on-site retail/restaurant uses, thereby reducing some of the trips that these uses would otherwise generate.

Thus, the advantages of a mixed-use Project need to be considered for reasonable evaluation of the trip-making potential of such a Project.

The use of public transportation is another important consideration in the evaluation of the Project's trip making potential. As noted previously in the Public Transit section, the Project site is fairly well served by public transportation. Significant transit use is not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the Project trip generation to account for transit usage.

Trip reduction factors for the Project also account for the presence of "pass-by" trips. These are trips that are due to an intermediate stop at the Project Site during an existing or previously planned trip. These intermediate stops may be for a planned purpose (such as a visit to a retail store on the way home from work), or they may be spur-of-the-moment "impulse" trips. Accounting for these adjustments more realistically reflects the facts that some trips related to the Project will be multi-purpose trips and some Project trips are already on the street system for another purpose. These trips, therefore, are not contributing additional traffic to the surrounding roadway network.

The differentiation between pass-by trips versus internal and transit trips is important with regard to the assessment of potential Project traffic impacts at intersections adjacent to the proposed Project Site. The pass-by type of trip discount is not appropriate for application to the site driveways or site adjacent intersections. These vehicle trips will eventually travel past the site (and through the site adjacent intersections) and are not "eliminated" due to the existence of the Project. However, the trip ends to and from the site do not represent new vehicle trips at area intersections. Internal and transit trips, on the other hand, do not represent vehicle trips at the Project driveways. While this type of person trip is not "eliminated" by the Project's development, no private vehicle trip is generated as the trip occurs by bicycling/walking

or by transit. Thus, the site will serve the same number of patrons, but generate fewer vehicle trips. A summary of the “baseline” trip generation adjustment factors, which were discussed with and agreed to by the City of Culver City, are presented in Table 4.

**Table 4**  
**Project Trip Adjustment Factors**

|                                     | <u>Internal Capture</u> | <u>Transit/Bicycle/<br/>Walk-in<br/>Usage</u> | <u>Pass-By<br/>Trips</u> |
|-------------------------------------|-------------------------|-----------------------------------------------|--------------------------|
| Office                              | *                       | 15%                                           | 0%                       |
| Shopping Center (Retail/Restaurant) | 5%                      | 15%                                           | 25%                      |
| High-Turnover Restaurant            | based on support uses   | 15%                                           | 20%                      |
| Quality Restaurant                  | 5%                      | 15%                                           | 10%                      |
| <i>Existing Bank</i>                | 0%                      | 15%                                           | 20%                      |

\* The value used was adjusted so the internal trip ends on the site balanced with the other uses, and varied by time of day.

The results of the Project trip generation calculations, including adjustments for internal, transit and pass-by trips, and the removal of existing site uses, are summarized in Table 5. As shown in this table, it is estimated that the Project will generate approximately 691 new trips per day at area intersections, including 65 AM and 51 PM peak-hour trips.

**Table 5**  
**Project Trip Generation**

| LU                                                    | Use/Description          | Size             | Units | Daily        | AM Peak Hour |            |            | PM Peak Hour |             |             |
|-------------------------------------------------------|--------------------------|------------------|-------|--------------|--------------|------------|------------|--------------|-------------|-------------|
|                                                       |                          |                  |       |              | I/B          | O/B        | Total      | I/B          | O/B         | Total       |
| <u>PROPOSED USES</u>                                  |                          |                  |       |              |              |            |            |              |             |             |
| 820                                                   | Shopping Center          | 12.249           | ksf   | 523          | 7            | 5          | 12         | 22           | 23          | 45          |
| 710                                                   | General Office           | 60.065           | ksf   | 663          | 83           | 11         | 94         | 15           | 74          | 89          |
| 932                                                   | High-Turnover Restaurant | 2.147            | ksf   | 273          | 13           | 10         | 23         | 13           | 8           | 21          |
| 931                                                   | Quality Restaurant       | 2.000            | ksf   | <u>180</u>   | <u>1</u>     | <u>1</u>   | <u>2</u>   | <u>10</u>    | <u>5</u>    | <u>15</u>   |
|                                                       | Subtotal [A]             |                  |       | 1,639        | 104          | 27         | 131        | 60           | 110         | 170         |
| <u>Internal Linkages</u>                              |                          |                  |       |              |              |            |            |              |             |             |
|                                                       | Shopping Center          | 5%               |       | (26)         | 0            | (1)        | (1)        | (1)          | (1)         | (2)         |
|                                                       | General Office           | Based on Support |       | (49)         | (1)          | 0          | (2)        | (1)          | (2)         | (4)         |
|                                                       | High-Turnover Restaurant | 5%               |       | (14)         | (1)          | 0          | (1)        | (1)          | 0           | (1)         |
|                                                       | Quality Restaurant       | 5%               |       | <u>(9)</u>   | <u>0</u>     | <u>0</u>   | <u>0</u>   | <u>(1)</u>   | <u>0</u>    | <u>(1)</u>  |
|                                                       | Subtotal [B]             |                  |       | (98)         | (2)          | (1)        | (4)        | (4)          | (3)         | (8)         |
| <u>Transit Trips</u>                                  |                          |                  |       |              |              |            |            |              |             |             |
|                                                       | Shopping Center          | 15%              |       | (75)         | (1)          | (1)        | (2)        | (3)          | (3)         | (6)         |
|                                                       | General Office           | 15%              |       | (92)         | (12)         | (2)        | (14)       | (2)          | (11)        | (13)        |
|                                                       | High-Turnover Restaurant | 15%              |       | (39)         | (2)          | (1)        | (3)        | (2)          | (1)         | (3)         |
|                                                       | Quality Restaurant       | 15%              |       | <u>(26)</u>  | <u>0</u>     | <u>0</u>   | <u>0</u>   | <u>(1)</u>   | <u>(1)</u>  | <u>(2)</u>  |
|                                                       | Subtotal [C]             |                  |       | (232)        | (15)         | (4)        | (19)       | (8)          | (16)        | (24)        |
| [D] Driveway/Adj. Int. Trips = [A] + [B] + [C]        |                          |                  |       | 1,309        | 87           | 22         | 108        | 48           | 91          | 138         |
| <u>Pass-by Trips</u>                                  |                          |                  |       |              |              |            |            |              |             |             |
|                                                       | Shopping Center          | 25%              |       | (106)        | (2)          | 0          | (2)        | (5)          | (4)         | (9)         |
|                                                       | General Office           | 0%               |       | 0            | 0            | 0          | 0          | 0            | 0           | 0           |
|                                                       | High-Turnover Restaurant | 20%              |       | (44)         | (2)          | (2)        | (4)        | (2)          | (1)         | (3)         |
|                                                       | Quality Restaurant       | 10%              |       | <u>(15)</u>  | <u>0</u>     | <u>0</u>   | <u>0</u>   | <u>(1)</u>   | <u>0</u>    | <u>(1)</u>  |
|                                                       | Subtotal [E]             |                  |       | (165)        | (4)          | (2)        | (6)        | (8)          | (5)         | (13)        |
| [F] Area Intersection Trips (Proposed Uses) = [D]+[E] |                          |                  |       | <u>1,144</u> | <u>83</u>    | <u>20</u>  | <u>102</u> | <u>40</u>    | <u>86</u>   | <u>125</u>  |
| <u>EXISTING USES</u>                                  |                          |                  |       |              |              |            |            |              |             |             |
| 911/912                                               | Walk-in Bank             | 9.0              | ksf   | <u>666</u>   | <u>31</u>    | <u>23</u>  | <u>54</u>  | <u>48</u>    | <u>61</u>   | <u>109</u>  |
|                                                       | Subtotal [G]             |                  |       | 666          | 31           | 23         | 54         | 48           | 61          | 109         |
| <u>Existing Transit/Walk-in Trips</u>                 |                          |                  |       |              |              |            |            |              |             |             |
|                                                       | Walk-in Bank             | 15%              |       | <u>(100)</u> | <u>(5)</u>   | <u>(3)</u> | <u>(8)</u> | <u>(7)</u>   | <u>(9)</u>  | <u>(16)</u> |
|                                                       | Subtotal [H]             |                  |       | (100)        | (5)          | (3)        | (8)        | (7)          | (9)         | (16)        |
| [I] Driveway/Adj. Int. Trips = [G] + [H]              |                          |                  |       | 566          | 26           | 20         | 46         | 41           | 52          | 93          |
| <u>Pass-by Trips</u>                                  |                          |                  |       |              |              |            |            |              |             |             |
|                                                       | Walk-in Bank             | 20%              |       | <u>(113)</u> | <u>(5)</u>   | <u>(4)</u> | <u>(9)</u> | <u>(8)</u>   | <u>(11)</u> | <u>(19)</u> |
|                                                       | Subtotal [J]             |                  |       | (113)        | (5)          | (4)        | (9)        | (8)          | (11)        | (19)        |
| [K] Area Intersection Trips (Existing Uses) = [I]+[J] |                          |                  |       | <u>453</u>   | <u>21</u>    | <u>16</u>  | <u>37</u>  | <u>33</u>    | <u>41</u>   | <u>74</u>   |
| <u>NET PROJECT TRIP GENERATION</u>                    |                          |                  |       |              |              |            |            |              |             |             |
| Driveway/Adjacent Intersection Trips = [D] - [I]      |                          |                  |       | <u>743</u>   | <u>61</u>    | <u>2</u>   | <u>62</u>  | <u>7</u>     | <u>39</u>   | <u>45</u>   |
| Area Intersection Trips (Net Project) = [F] - [K]     |                          |                  |       | <u>691</u>   | <u>62</u>    | <u>4</u>   | <u>65</u>  | <u>7</u>     | <u>45</u>   | <u>51</u>   |

## **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, residential centers from which employees would likely be housed, and areas from which patrons of the retail and restaurant uses would likely be attracted. Based on these factors, the overall Project distributions were determined, and are summarized in Table 6.

**Table 6**  
**Directional Trip Distribution**

| <b>Direction</b> | <b>Project</b> |
|------------------|----------------|
| North            | 20%            |
| South            | 20%            |
| East             | 40%            |
| West             | 20%            |
| Total            | 100%           |

## **Trip Assignment**

The directional distribution percentages shown in Table 6 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 5 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 5 for each of the proposed uses, net Project traffic

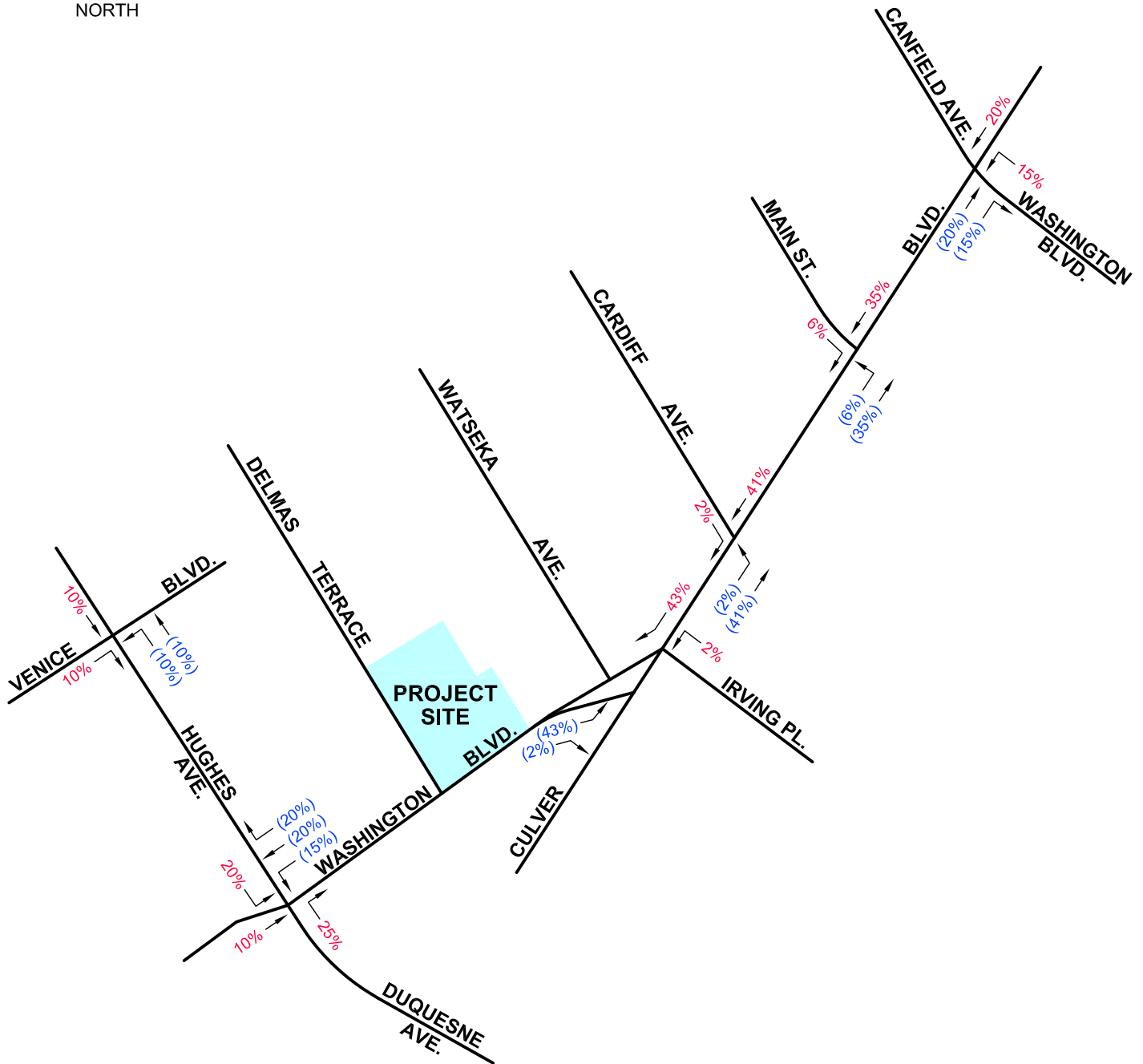
volumes at the seven study intersections were determined for the AM and PM peak hours, as shown in Figures 6(a) and 6(b), respectively.

No pass-by trip reductions were applied to Project trips at the Project driveways or the site adjacent intersection of Watseka Avenue & Washington Boulevard/Culver Boulevard. The results of this traffic assignment provide the necessary level of detail to conduct the traffic impact analysis.

### **Project Parking and Vehicular Access**

Parking for the Project would be provided in a parking structure underneath the building. The parking structure would include three levels of subterranean parking. Vehicular access to parking for the retail, office and restaurant uses would be provided via full-access driveways on Delmas Terrace.

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 applicable bicycle parking requirements by providing sufficient bicycle stalls.



| LEGEND: |                     |
|---------|---------------------|
| XX%     | INBOUND PERCENTAGE  |
| (XX%)   | OUTBOUND PERCENTAGE |

FIGURE 5

8/18/2016

FN: WASHINGTON (9735) MIXED USE CC/PROJ-DIST

## PROJECT ASSIGNMENT PERCENTAGES



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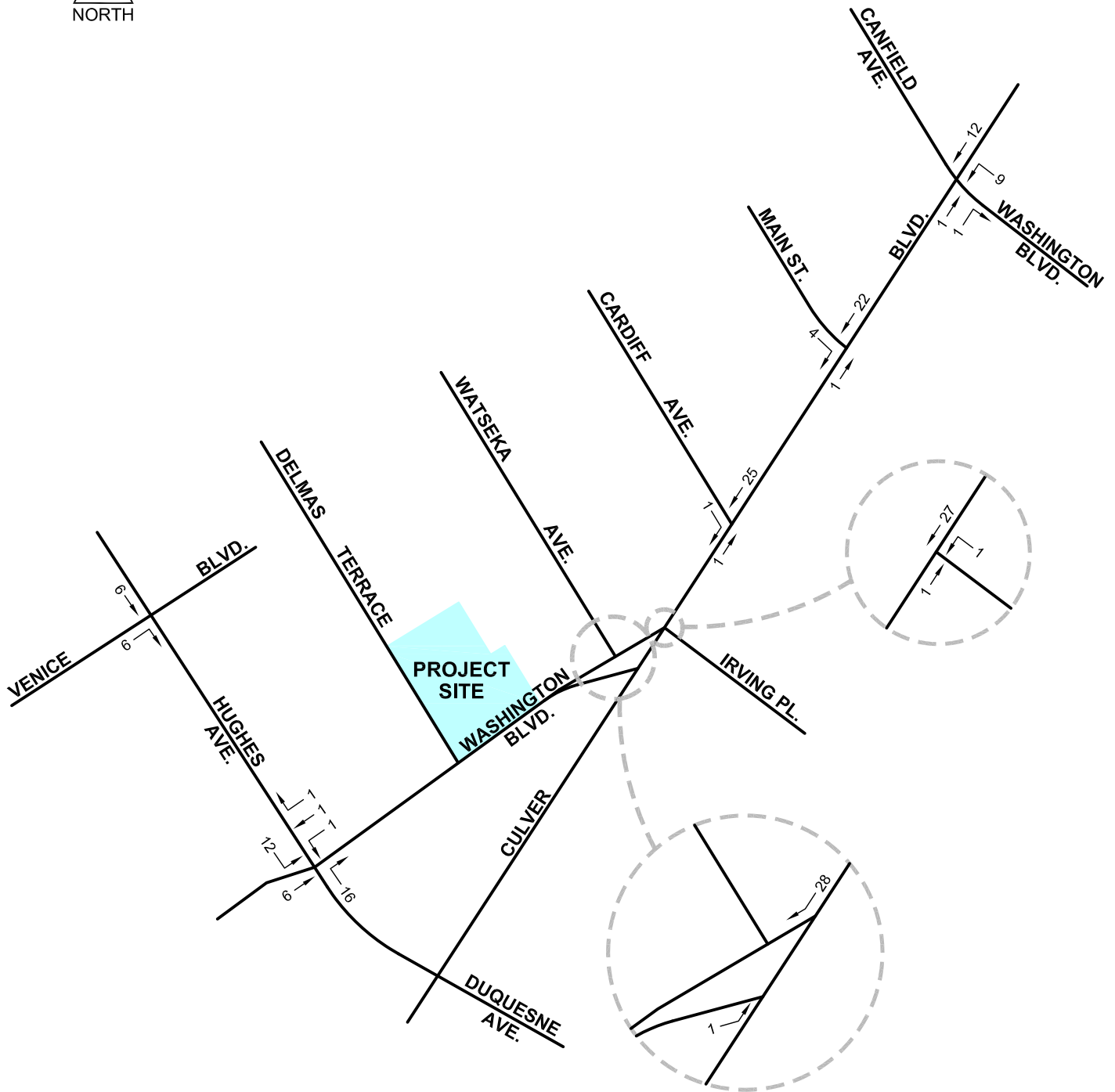


FIGURE 6(a)

12/16/2016

Washington(9735 )MixedUseCC\AMNETPRJ

# NET PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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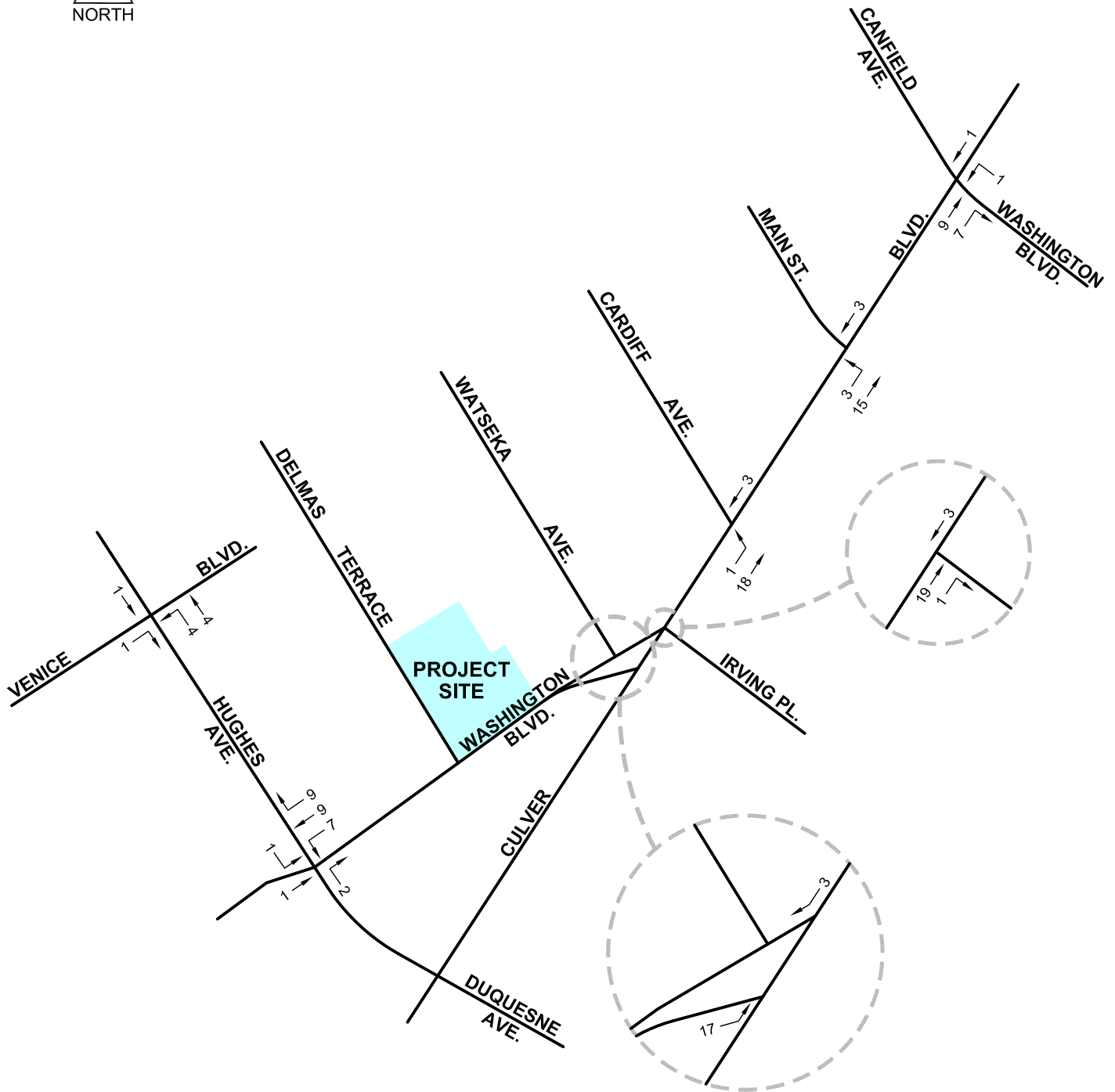


FIGURE 6(b)

12/16/2016

Washington(9735 )MixedUseCC:PMNETPRJ

NET PROJECT TRAFFIC VOLUMES  
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 study intersections are located in the Cities of Culver City and Los Angeles, who define 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 7a.

**Table 7a**  
**Criteria for Significant Traffic Impact: Culver City**

| <b><u>LOS</u></b> | <b><u>Final CMA Value</u></b> | <b><u>Project-Related Increase in CMA Value</u></b> |
|-------------------|-------------------------------|-----------------------------------------------------|
| 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 7b.

**Table 7b**  
**Criteria for Significant Traffic Impact: Los Angeles**

| <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               |

For intersections solely within one jurisdiction, that jurisdiction's significance criteria were applied. For intersections shared between jurisdictions, the significance criteria of the jurisdiction with operational control of the traffic signal or other right-of-way control were utilized.

### **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 6(a) and 6(b) were then added to the Existing (2016) volumes to form the "Existing With Project" intersection volumes, as depicted on Figures 7(a) and 7(b). These volumes were calculated and used to determine traffic impacts attributable to the proposed Project.

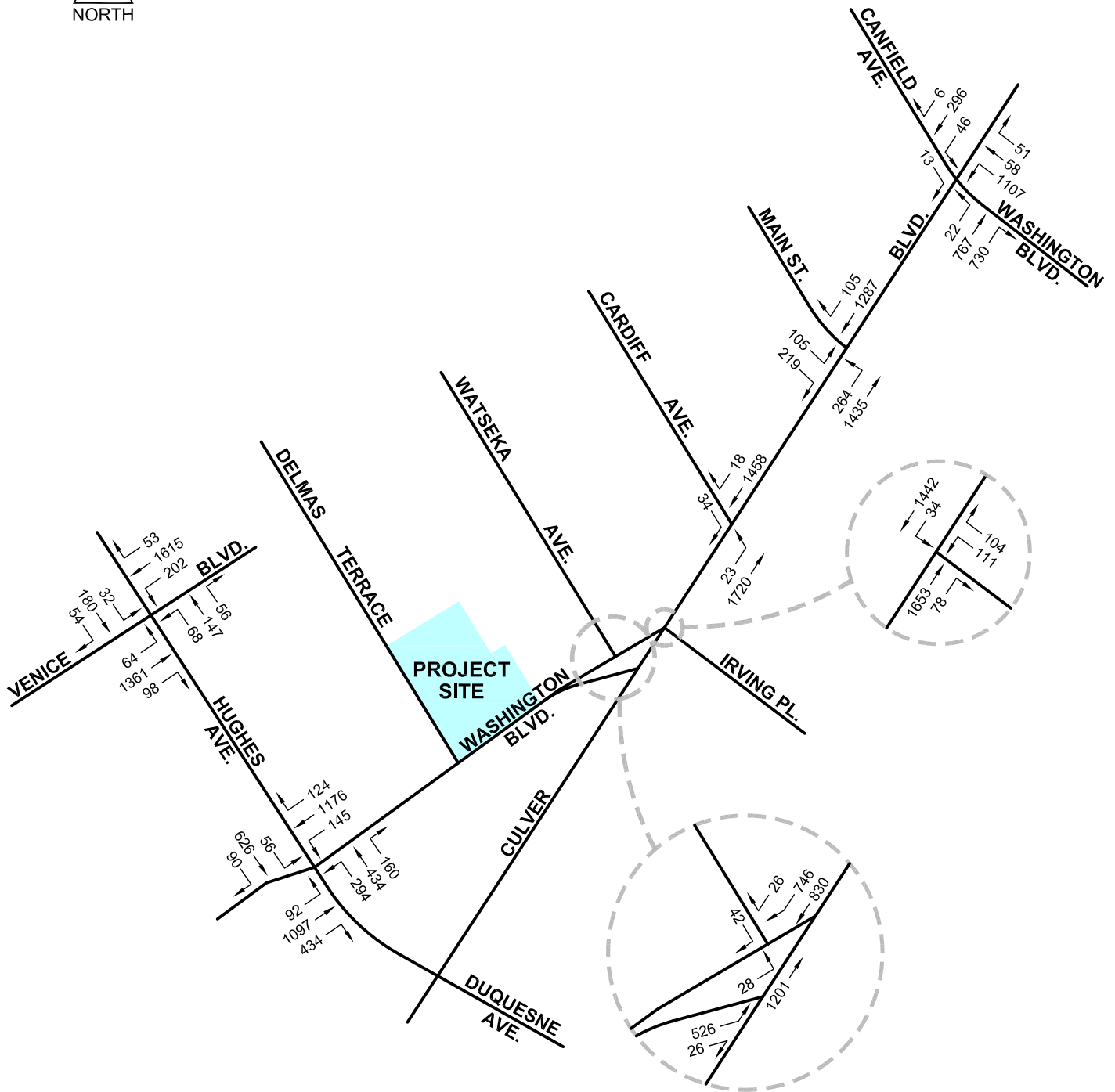


FIGURE 7(a)

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EXISTING (2016) TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR



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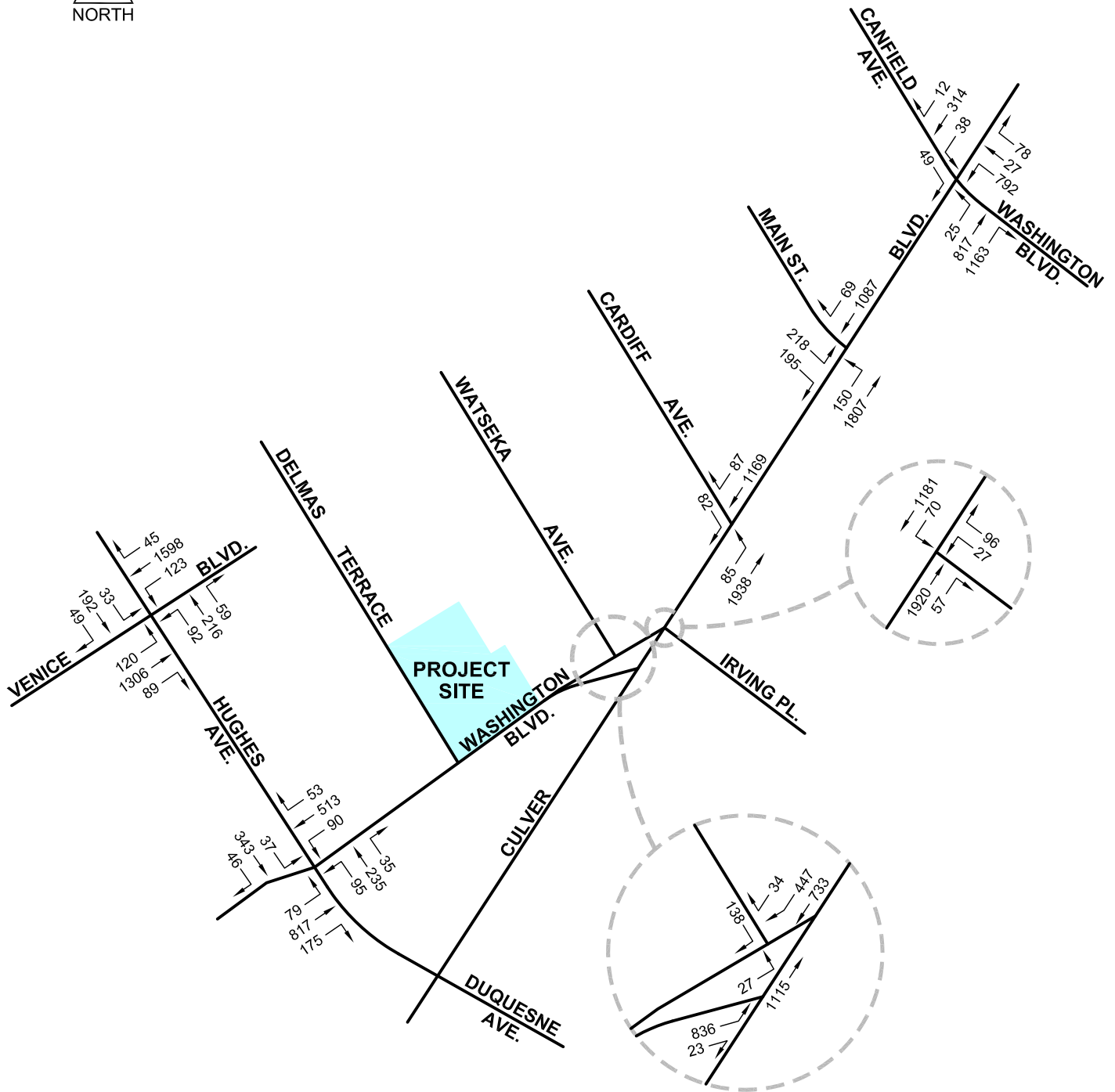


FIGURE 7(b)

12/16/2016

Washington(9735 )MixedUseCC/PM2016WP

EXISTING (2016) TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR



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Table 8 presents the results of the CMA and LOS analysis of the Existing (2016) and Existing (2016) With Project conditions. As shown in Table 8, none of the seven study intersections would be significantly impacted by Project traffic under Existing (2016) conditions. (The CMA worksheets are included in Appendix F.)

**Table 8**  
**Critical Movement Analysis (CMA) Summary**  
**Existing (2016) Without and With Project**

| <b>No.</b> | <b>Intersection</b>                           | <b>Peak<br/>Hour</b> | <b>Without Project</b> |            | <b>With Project</b> |            |               |
|------------|-----------------------------------------------|----------------------|------------------------|------------|---------------------|------------|---------------|
|            |                                               |                      | <b>CMA</b>             | <b>LOS</b> | <b>CMA</b>          | <b>LOS</b> | <b>Impact</b> |
| 1.         | Hughes Ave &<br>Venice Blvd                   | AM                   | 0.556                  | A          | 0.560               | A          | 0.004         |
|            |                                               | PM                   | 0.597                  | A          | 0.602               | B          | 0.005         |
| 2.         | Duquesne Ave/Hughes Ave &<br>Washington Blvd  | AM                   | 1.208                  | F          | 1.211               | F          | 0.003         |
|            |                                               | PM                   | 0.639                  | B          | 0.643               | B          | 0.004         |
| 3.         | Watseka Ave &<br>Washington Blvd/Culver Blvd  | AM                   | 0.769                  | C          | 0.769               | C          | 0.000         |
|            |                                               | PM                   | 0.813                  | D          | 0.819               | D          | 0.006         |
| 4.         | Irving Pl &<br>Culver Blvd                    | AM                   | 0.436                  | A          | 0.437               | A          | 0.001         |
|            |                                               | PM                   | 0.479                  | A          | 0.484               | A          | 0.005         |
| 5.         | Cardiff Ave &<br>Culver Blvd                  | AM                   | 0.327                  | A          | 0.327               | A          | 0.000         |
|            |                                               | PM                   | 0.383                  | A          | 0.387               | A          | 0.004         |
| 6.         | Main St &<br>Culver Blvd                      | AM                   | 0.633                  | B          | 0.641               | B          | 0.008         |
|            |                                               | PM                   | 0.566                  | A          | 0.570               | A          | 0.004         |
| 7.         | Canfield Ave &<br>Washington Blvd/Culver Blvd | AM                   | 0.664                  | B          | 0.668               | B          | 0.004         |
|            |                                               | PM                   | 0.596                  | A          | 0.599               | A          | 0.003         |

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 seven 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 Culver City 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**

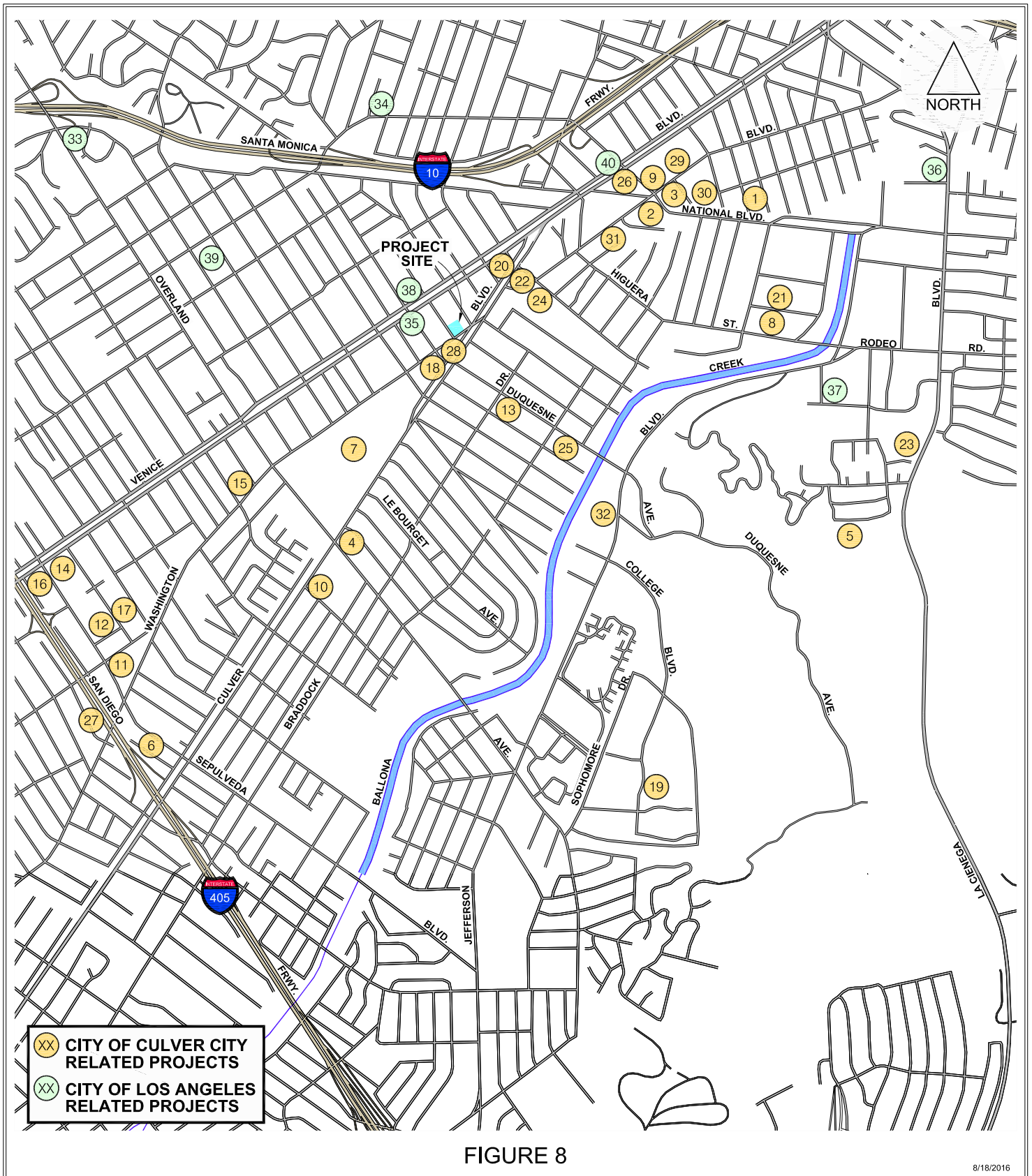
In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study timeframe were obtained from the City of Culver City, LADOT and recent studies of projects in the area. A review of the information currently available indicated that a total of 40 projects within an approximate 1.5-mile radius of the Project could add traffic to the study intersections.

The locations of these related projects are shown in Figure 8. The related project descriptions and their trip generation estimates are summarized in Table 9.

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 E. 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 9(a) and 9(b) for the AM and PM peak hours, respectively.



8/18/2016

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## RELATED PROJECTS LOCATION MAP



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**Table 9**  
**Related Projects Location, Description and Trip Generation**

| PROJECT TITLE       |                                   | ADDRESS                                                  | SIZE       | PROJECT DESCRIPTION   | DAILY | IN   | AM PK HR<br>OUT | TOTAL | IN  | PM PK HR<br>OUT | TOTAL |
|---------------------|-----------------------------------|----------------------------------------------------------|------------|-----------------------|-------|------|-----------------|-------|-----|-----------------|-------|
| City of Culver City |                                   |                                                          |            |                       |       |      |                 |       |     |                 |       |
| 1.                  | Caroline Condominium              | 3440 Caroline Avenue <sup>[1]</sup>                      | 2 du       | Caroline Condominiums | 12    | 0    | 1               | 1     | 1   | 0               | 1     |
| 2.                  | Washington/Landmark TOD           | 8810-8850 Washington Boulevard <sup>[1]</sup>            | 41,745 sf  | Shopping Center       | 3946  | 83   | 27              | 110   | 60  | 111             | 171   |
|                     |                                   |                                                          | 38,732 sf  | Office                |       |      |                 |       |     |                 |       |
| 3.                  | Access Culver City Mixed Use TOD  | 8770 Washington Boulevard <sup>[1]</sup>                 | 115 du     | Apartment             | 2914  | 69   | 85              | 154   | 150 | 125             | 275   |
|                     |                                   |                                                          | 31,240 sf  | Shopping Center       |       |      |                 |       |     |                 |       |
| 4.                  | Union 76                          | 10638 Culver Boulevard <sup>[1]</sup>                    | 2,676 sf   | Convenience Store     | 2700  | 101  | 97              | 198   | 122 | 121             | 243   |
| 5.                  | Stoneview Nature Center           | 5950 Stoneview Drive <sup>[2]</sup>                      | 4,000 sf   | Park                  | 135   | 5    | 3               | 8     | 5   | 6               | 11    |
| 6.                  | Westside Brake and Tires          | 4215 Sepulveda Boulevard <sup>[2]</sup>                  | 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     |
| 7.                  | Sony Expansion                    | 10202 Washington Boulevard <sup>[3]</sup>                | 218,450 sf | Office                | n/a   | n/a  | n/a             | 184   | n/a | n/a             | 122   |
|                     |                                   |                                                          | 51,716 sf  | Service Building      |       |      |                 |       |     |                 |       |
| 8.                  | Willows School Comprehensive Plan | 8509 Higuera Street <sup>[2]</sup>                       | 150 st     | School Expansion      | 243   | 45   | 36              | 81    | 12  | 12              | 24    |
| 9.                  | Expo LRT                          | Washington Boulevard & National Boulevard <sup>[1]</sup> | n/a        | Phase II              | n/a   | n/a  | n/a             | n/a   | n/a | n/a             | n/a   |
| 10.                 | Wende Museum                      | 10808 Culver Boulevard <sup>[2]</sup>                    | 12,596 sf  | Museum                | n/a   | 3    | 1               | 4     | 0   | 2               | 2     |
| 11.                 | 11198 Washington Place            | 11198 Washington Place <sup>[2]</sup>                    | 3,850 sf   | Shopping Center       | 164   | 2    | 2               | 4     | 7   | 7               | 14    |
| 12.                 | Chevron Car Wash                  | 11197 Washington Place <sup>[2]</sup>                    | 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 | removed               | (93)  | (1)  | (1)             | (2)   | (4) | (4)             | (8)   |
|                     |                                   |                                                          |            |                       | (93)  | 44   | 44              | 88    | 50  | 52              | 102   |
| 13.                 | 4109-4111 Duquesne Ave            | 4109-4111 Duquesne Avenue <sup>[1]</sup>                 | 2 du       | Apartment             | 20    | 1    | 1               | 2     | 1   | 1               | 2     |
| 14.                 | Arora Condominiums                | 3837 Bentley Avenue <sup>[2]</sup>                       | 3 du       | Condominium           | 17    | 0    | 1               | 1     | 1   | 1               | 2     |
|                     |                                   |                                                          | (1) du     | be removed            | (10)  | 0    | (1)             | (1)   | (1) | 0               | (1)   |
|                     |                                   |                                                          |            |                       | 7     | 0    | 0               | 0     | 0   | 1               | 1     |
| 15.                 | Culver Center Shopping Center     | 10799 Washington Boulevard <sup>[2]</sup>                | 2,000 sf   | Restaurant            | 254   | 12   | 10              | 22    | 12  | 8               | 20    |
| 16.                 | Shell Carwash                     | 11224 Venice Boulevard <sup>[2]</sup>                    | 2,285 sf   | Convenience Store     | 1686  | 77   | 77              | 153   | 61  | 59              | 120   |
|                     |                                   |                                                          | 864 sf     | Car Wash              | n/a   | 6    | 6               | 12    | 6   | 6               | 12    |
|                     |                                   |                                                          |            |                       | 1686  | 83   | 83              | 165   | 67  | 65              | 132   |
| 17.                 | Condominiums                      | 3961 Tilden Avenue <sup>[2]</sup>                        | 5 du       | Condominium           | 29    | 0    | 2               | 2     | 2   | 1               | 3     |
|                     |                                   |                                                          | (3) du     | removed               | (17)  | 0    | (1)             | (1)   | (1) | (1)             | (2)   |
|                     |                                   |                                                          |            |                       | 12    | 0    | 1               | 1     | 1   | 0               | 1     |
| 18.                 | SPP Site Renovation               | 10000 Washington Boulevard <sup>[5]</sup>                | 260,066 sf | Office                | 12    | (67) | (30)            | (98)  | 15  | (20)            | (4)   |
|                     |                                   |                                                          | 9,960 sf   | Quality Restaurant    |       |      |                 |       |     |                 |       |
|                     |                                   |                                                          | 4,835 sf   | Restaurant            |       |      |                 |       |     |                 |       |
|                     |                                   |                                                          | 6,961 sf   | General Retail        |       |      |                 |       |     |                 |       |
|                     |                                   |                                                          | 3,687 sf   | Health/Fitness Club   |       |      |                 |       |     |                 |       |

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

| PROJECT TITLE              |                                       | ADDRESS                                  | SIZE       | PROJECT DESCRIPTION   | DAILY  | AM PK HR |     |       | PM PK HR |     |       |
|----------------------------|---------------------------------------|------------------------------------------|------------|-----------------------|--------|----------|-----|-------|----------|-----|-------|
|                            |                                       |                                          |            |                       |        | IN       | OUT | TOTAL | IN       | OUT | TOTAL |
| 19.                        | West Los Angeles College Master Plan  | 9000 Overland Ave <sup>[6]</sup>         | 92,000 sf  | College Expansion     | 8742   | 477      | 134 | 611   | 280      | 236 | 516   |
| 20.                        | Fresh Paint                           | 9355 Culver Boulevard <sup>[1]</sup>     | 2,947 sf   | Shopping Center       | 63     | 8        | 1   | 9     | 2        | 7   | 9     |
|                            |                                       |                                          | 4 du       | Apartment             |        |          |     |       |          |     |       |
| 21.                        | Warner Parking Structure              | 8511 Warner Drive <sup>[1]</sup>         | 51,520 sf  | Shopping Center       | 3112   | 94       | 76  | 170   | 116      | 109 | 225   |
| 22.                        | Parcel B                              | 9300 Culver Boulevard <sup>[1]</sup>     | 118,000 sf | Restaurant            | 4766   | 249      | 155 | 404   | 199      | 225 | 424   |
| 23.                        | Lenawee-Culver Place                  | 3814 Lenawee Avenue <sup>[1]</sup>       | 8 du       | Single Family Housing | 216    | 3        | 5   | 8     | 6        | 4   | 10    |
|                            |                                       |                                          | 95 du      | Assisted Living       |        |          |     |       |          |     |       |
| 24.                        | Culver Studios Amend No. 6            | 9336 Washington Boulevard <sup>[1]</sup> | 138,997 sf | Production Studio     | 1445   | 180      | 24  | 204   | 35       | 168 | 203   |
| 25.                        | Condominium                           | 4241 Duquesne Avenue <sup>[1]</sup>      | 3 du       | Condominium           | 13     | 0        | 1   | 1     | 1        | 1   | 2     |
|                            |                                       |                                          | (1) du     | be removed            |        |          |     |       |          |     |       |
| 26.                        | Ivy Station - Washington/National TOD | 8824 National Boulevard <sup>[7]</sup>   | 10,000 sf  | 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                |        |          |     |       |          |     |       |
| 27.                        | Globe Housing Project                 | 4044-4068 Globe Avenue <sup>[2]</sup>    | 10 du      | Townhouse             | 58     | 1        | 3   | 4     | 3        | 2   | 5     |
| 28.                        | Jazz Bakery                           | 9814 Washington Boulevard <sup>[1]</sup> | 200 st     | Performance Theater   | n/a    | n/a      | n/a | n/a   | 2        | 2   | 4     |
|                            |                                       |                                          | 7,500 sf   | Museum and Bakery     |        |          |     |       |          |     |       |
| 29.                        | Surfas Site                           | 8777 Washington Boulevard <sup>[1]</sup> | 80 du      | Apartment             | 561    | 43       | 26  | 69    | 35       | 64  | 99    |
|                            |                                       |                                          | 29,343 sf  | Office                |        |          |     |       |          |     |       |
|                            |                                       |                                          | 15,065 sf  | Retail                |        |          |     |       |          |     |       |
| 30.                        | Lorcan O'Herlihy Architects           | 3434 Wesley Street <sup>[2]</sup>        | 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    |
| 31.                        | ICC site                              | 8888 Washington Boulevard <sup>[5]</sup> | 63,600 sf  | Office                | 1318   | 77       | 11  | 88    | 36       | 104 | 140   |
|                            |                                       |                                          | 8,350 sf   | Shopping Center       |        |          |     |       |          |     |       |
| 32.                        | 9919 Jefferson Office Project         | 9919 Jefferson Boulevard <sup>[8]</sup>  | 62,558 sf  | Office                | 690    | 86       | 12  | 98    | 16       | 77  | 93    |
| <b>City of Los Angeles</b> |                                       |                                          |            |                       |        |          |     |       |          |     |       |
| 33.                        |                                       | 10612 W National Blvd <sup>[9]</sup>     | 1,726 sf   | Other                 | 636    | 42       | 41  | 84    | 15       | 16  | 31    |
| 34.                        | United Oil 78                         | 9815 W National Blvd <sup>[9]</sup>      | 12 fuel    | Gas Station           | 977    | 30       | 30  | 61    | 52       | 52  | 105   |
| 35.                        |                                       | 3822 S Dunn Dr <sup>[9]</sup>            | 86 du      | Apartment             | 543    | 9        | 33  | 42    | 32       | 18  | 50    |
| 36.                        |                                       | 3221 S La Cienega Blvd <sup>[9]</sup>    | other      | Mixed Use             | 10,136 | 319      | 419 | 737   | 467      | 382 | 849   |
| 37.                        |                                       | 3640 S Holdrege Avenue <sup>[10]</sup>   | 25,032 sf  | Office                | 187    | 19       | 12  | 31    | 14       | 15  | 29    |

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

| PROJECT TITLE               | ADDRESS                                  | SIZE      | PROJECT DESCRIPTION            | DAILY | AM PK HR |     |       | PM PK HR |     |       |
|-----------------------------|------------------------------------------|-----------|--------------------------------|-------|----------|-----|-------|----------|-----|-------|
|                             |                                          |           |                                |       | IN       | OUT | TOTAL | IN       | OUT | TOTAL |
| 38.                         | 9829 Venice Boulevard <sup>[9]</sup>     | 865 sf    | Coffee Shop with Drive-through | 289   | 25       | 24  | 49    | 4        | 5   | 9     |
| 39.                         | 3425 S Motor Avenue <sup>[9]</sup>       | 115 du    | Apartment                      | 651   | 6        | 39  | 45    | 33       | 15  | 48    |
| 40. Venice & National Hotel | 8900 W National Boulevard <sup>[9]</sup> | 975 sf    | Retail                         | 1589  | 67       | 47  | 114   | 57       | 60  | 117   |
|                             |                                          | 180 du    | Other                          |       |          |     |       |          |     |       |
|                             |                                          | 23,795 sf | Retail                         |       |          |     |       |          |     |       |

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] Traffic Impact Report for 9919 Jefferson Office Project, Crain & Associates, June 2016
- [9] Trip generations from LADOT database.
- [10] 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.

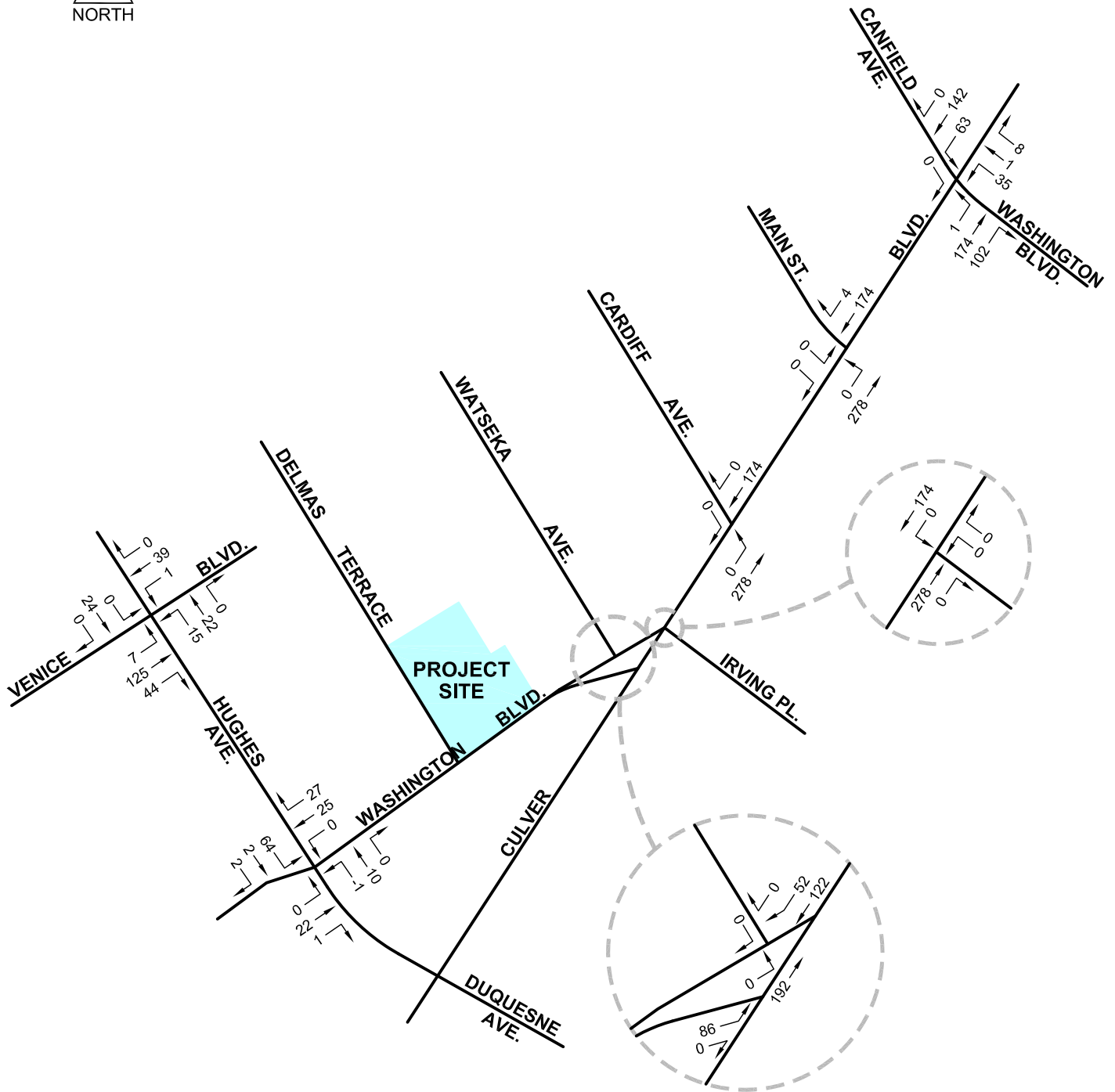


FIGURE 9(a)

8/18/2016

Washington(9735 )MixedUseCCVAMRELPRJ

## RELATED PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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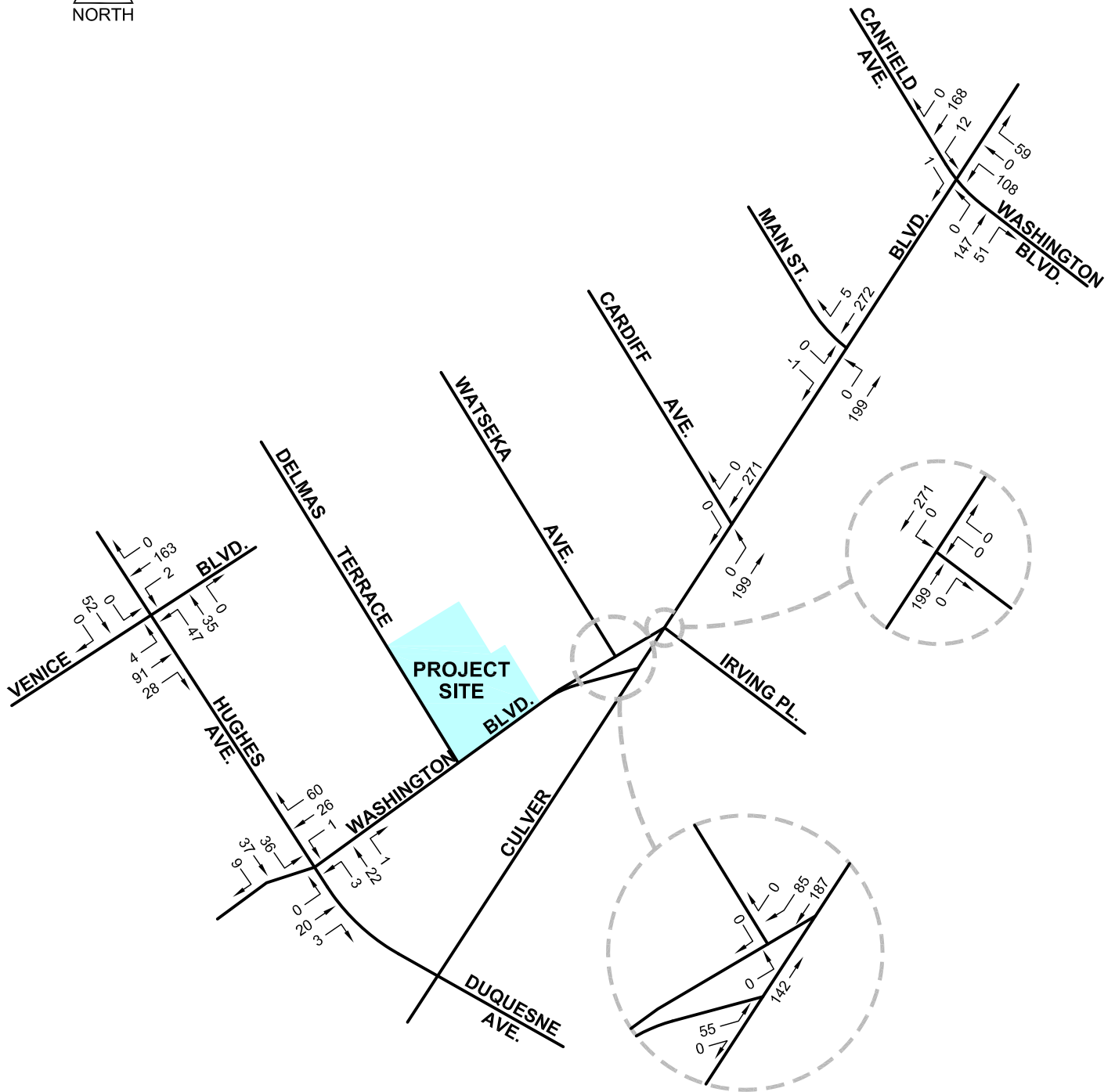


FIGURE 9(b)

8/18/2016

Washington(9735 )MixedUseCC/PMRELPRJ

## 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. The City of Culver City is implementing a signal interconnection system similar to the City of Los Angeles ATSAC 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. All signalized intersections operated by the City of Culver City are assumed to be ATSAC signal system. All intersections operated by the City of Los Angeles are assumed to be in the ATCS 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. The existing lane configurations are shown in Appendix C and were applied to the future (2020) conditions.

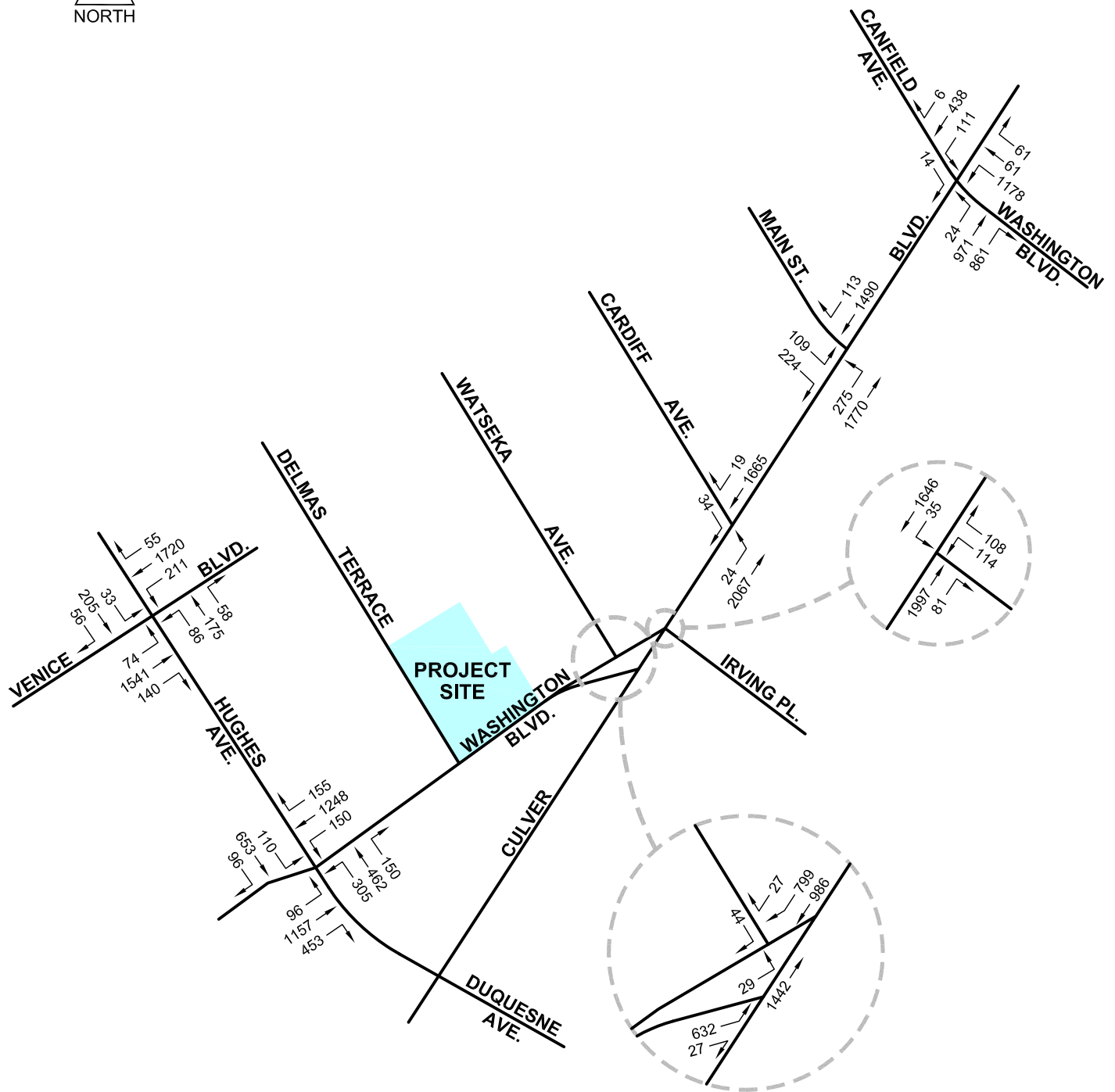
**Analysis of Future (2020) Traffic Conditions, Without and With Project**

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 10(a) and 10(b) for the AM and PM peak hours, respectively.

Net Project volumes [Figures 6(a) and 6(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 11(a) and 11(b), respectively.

The results of the analysis of future traffic conditions at the study intersections are summarized in Table 10. As shown in this table, although the addition of Project traffic will increase the CMA value at five of the intersections during the AM peak hour and all seven of the study intersections during the PM peak hour, the incremental Project traffic additions will not result in a change in level of service at any study intersection. As shown in Table 10, none of the seven study intersections would be significantly impacted by Project traffic under Future (2020) conditions. (The CMA worksheets are included in Appendix F.)



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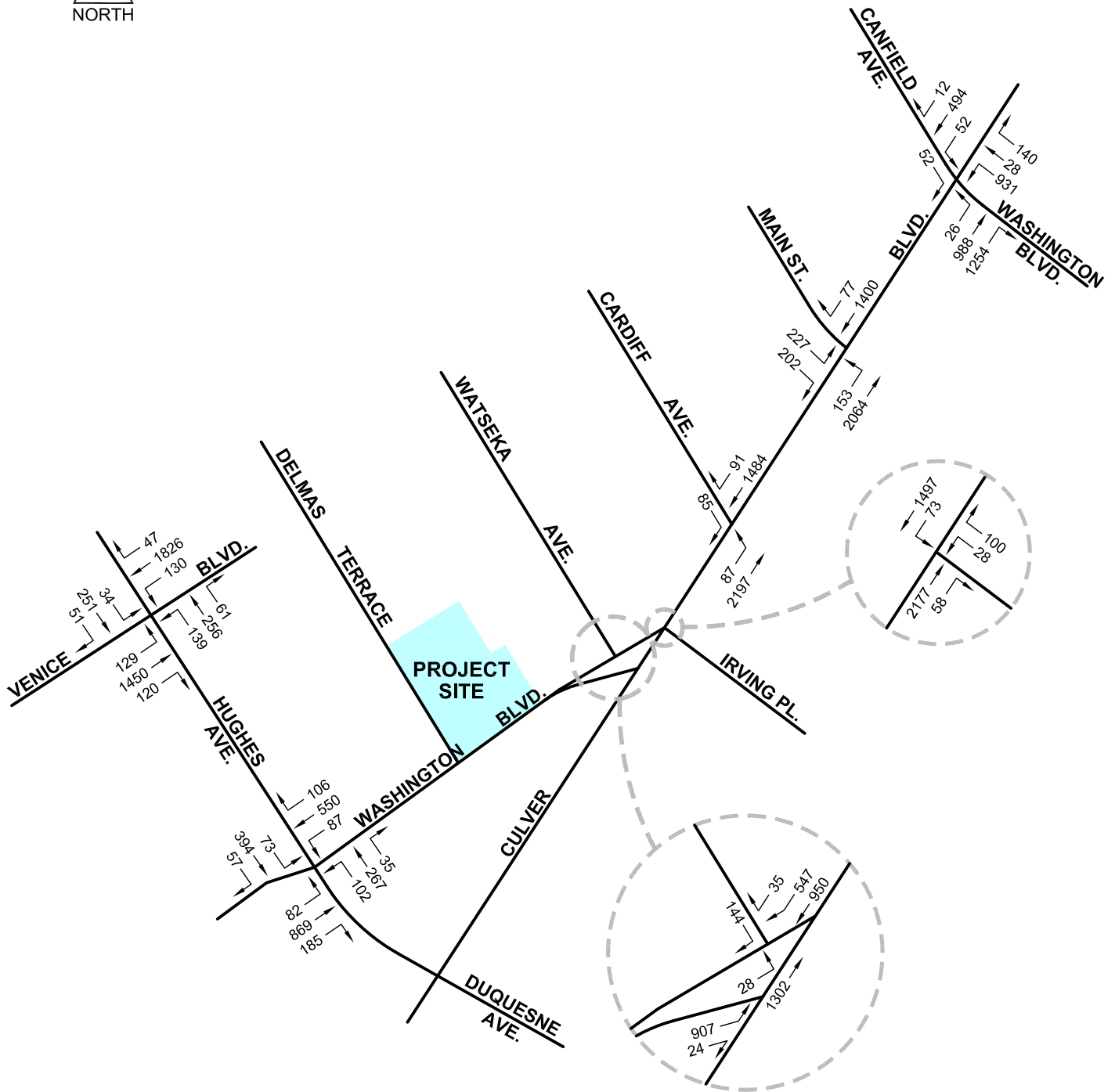


FIGURE 10(b)

8/18/2016

Washington(9735 )MixedUseCC:PM2020WO

FUTURE (2020) TRAFFIC VOLUMES  
WITHOUT PROJECT  
PM PEAK HOUR



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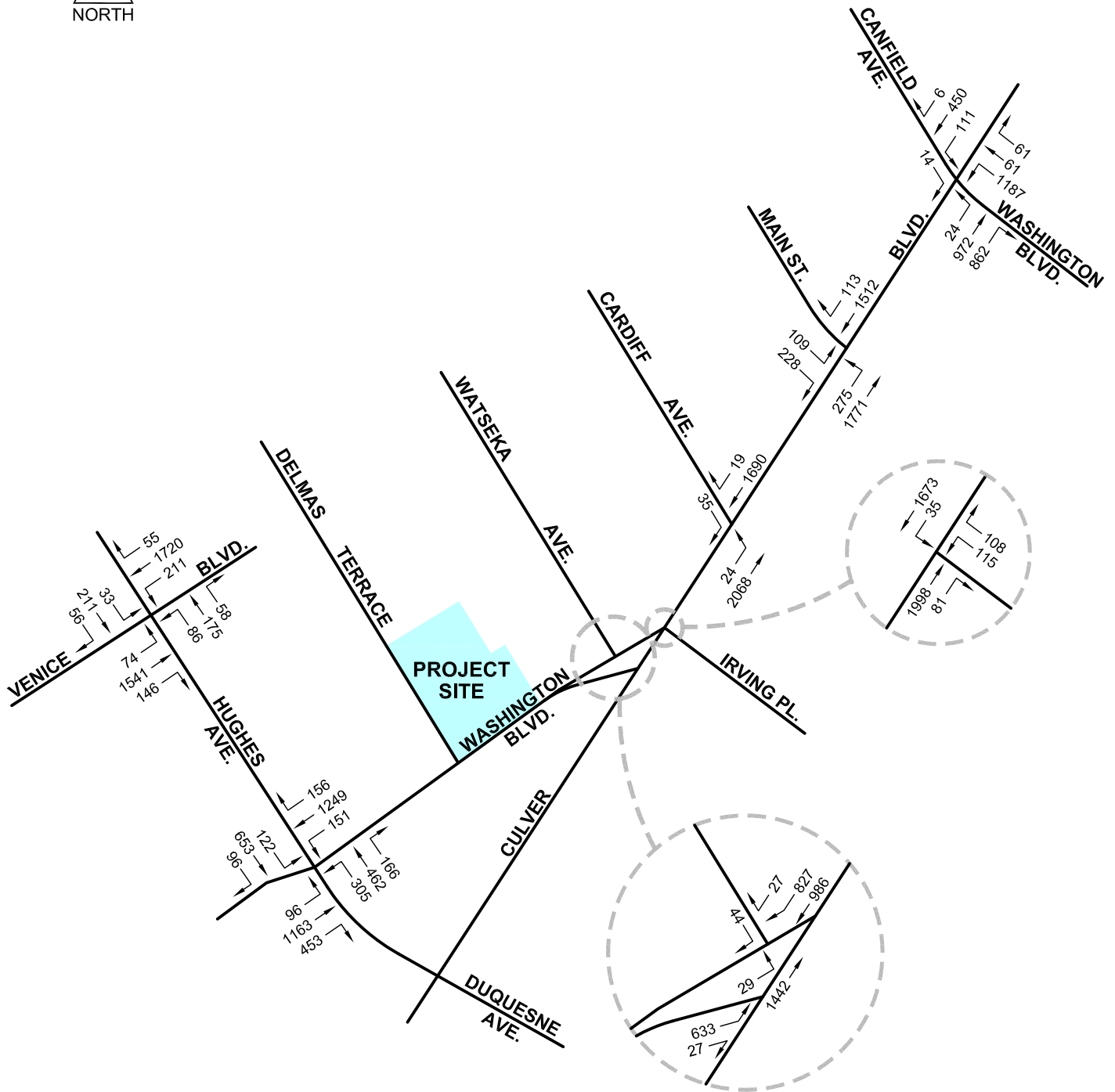


FIGURE 11(a)

12/16/2016

Washington(9735 )MixedUseCCIAM2020WP

FUTURE (2020) TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR



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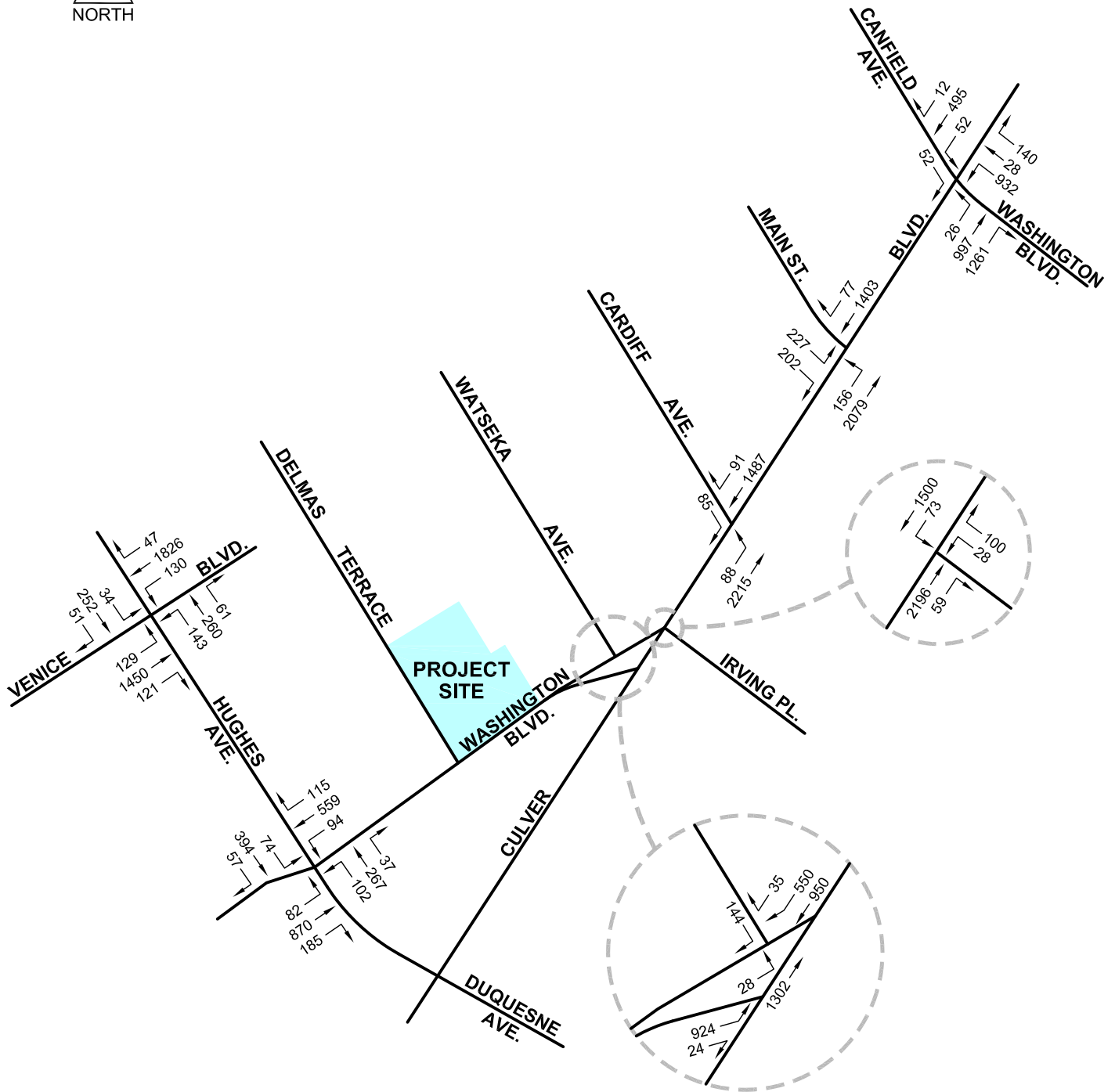


FIGURE 11(b)

12/16/2016

Washington(9735 )MixedUseCC/PM2020WP

FUTURE (2020) TRAFFIC VOLUMES  
WITH PROJECT  
PM PEAK HOUR



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**Table 10**  
**Critical Movement Analysis (CMA) Summary**  
**Future (2020) Without and With Project**

| <b>No.</b> | <b>Intersection</b>                           | <b>Peak<br/>Hour</b> | <b>Without Project</b> |            | <b>With Project</b> |            |               |
|------------|-----------------------------------------------|----------------------|------------------------|------------|---------------------|------------|---------------|
|            |                                               |                      | <b>CMA</b>             | <b>LOS</b> | <b>CMA</b>          | <b>LOS</b> | <b>Impact</b> |
| 1.         | Hughes Ave &<br>Venice Blvd                   | AM                   | 0.637                  | B          | 0.641               | B          | 0.004         |
|            |                                               | PM                   | 0.719                  | C          | 0.724               | C          | 0.005         |
| 2.         | Duquesne Ave/Hughes Ave &<br>Washington Blvd  | AM                   | 1.269                  | F          | 1.272               | F          | 0.003         |
|            |                                               | PM                   | 0.708                  | C          | 0.713               | C          | 0.005         |
| 3.         | Washington Blvd/Watseka Ave &<br>Culver Blvd  | AM                   | 0.931                  | E          | 0.931               | E          | 0.000         |
|            |                                               | PM                   | 0.981                  | E          | 0.987               | E          | 0.006         |
| 4.         | Irving Pl &<br>Culver Blvd                    | AM                   | 0.521                  | A          | 0.522               | A          | 0.001         |
|            |                                               | PM                   | 0.549                  | A          | 0.554               | A          | 0.005         |
| 5.         | Cardiff Ave &<br>Culver Blvd                  | AM                   | 0.404                  | A          | 0.405               | A          | 0.001         |
|            |                                               | PM                   | 0.446                  | A          | 0.449               | A          | 0.003         |
| 6.         | Main St &<br>Culver Blvd                      | AM                   | 0.722                  | C          | 0.730               | C          | 0.008         |
|            |                                               | PM                   | 0.688                  | B          | 0.691               | B          | 0.003         |
| 7.         | Canfield Ave/Washington Blvd &<br>Culver Blvd | AM                   | 0.817                  | D          | 0.819               | D          | 0.002         |
|            |                                               | PM                   | 0.705                  | C          | 0.708               | C          | 0.003         |

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 Metro, 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 Overland Avenue & Venice Boulevard and La Cienega Boulevard & Jefferson Boulevard, located approximately half a mile west and one and a half miles east 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 6 inbound trips during the AM peak hour and 1 inbound trip during the PM peak hour at the intersection of Overland Avenue & Venice Boulevard. At the intersection of La Cienega Boulevard & Jefferson Boulevard, the Project is expected to contribute at most 6 inbound trips and no outbound trips during the AM peak hour and 5 trips (1 inbound, 4 outbound) 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 segments are 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 65 trips during the AM peak hour (62 inbound and 3 outbound) and 63 trips during the PM peak hour (7 inbound, 44 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 results 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 City of Culver City has elected to follow the requirements of that City of Los Angeles and Caltrans agreement.

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 a 1 percent 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                | WB               | 16                   | 2         | 4                 | 8000                     | 0.20%             | 0.03%     | 1.00%                            | <b>No</b>                 |
| e/o Washington Blvd.    | EB               | 1                    | 11        | 4                 | 8000                     | 0.01%             | 0.14%     | 1.00%                            | <b>No</b>                 |
| I-405 Fwy               | NB               | 12                   | 1         | 5                 | 10000                    | 0.12%             | 0.01%     | 1.00%                            | <b>No</b>                 |
| s/o Culver Blvd.        | SB               | 7                    | 1         | 5                 | 10000                    | 0.07%             | 0.01%     | 1.00%                            | <b>No</b>                 |

\* 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.*

The freeway off-ramps with the most Project traffic are the I-10 and I-405 Freeway off-ramps, which were analyzed and the results are included in Table 12. As shown in Table 12, the Project's peak hour trips would result in less than a 1 percent 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>Project Percent</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 WB Off-Ramp to Washington Blvd. | WB               | 6                    | 1         | 1                 | 850                  | 0.71%                  | 0.12%     | 1.00%                            | <b>No</b>                 |
| I-405 Fwy WB Off-Ramp to Culver Blvd.    | NB               | 7                    | 1         | 1                 | 850                  | 0.82%                  | 0.12%     | 1.00%                            | <b>No</b>                 |

\* 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.*

## **Transit Impact Analysis**

The traffic study area is served by a number of public transit operators, including Culver City Bus, Metro and LADOT. The Project Site's proximity to the Culver City Expo Rail Station links it to Amtrak, Metrolink, other Metro Rail services, Metro Transitway and numerous bus routes.

Approximately 6 bus lines operated by Culver City Bus, Metro and LADOT provide stops within approximately one-quarter mile walking distance of the Project Site. One of these bus lines (Culver City Bus Line 5) operates on a limited schedule weekdays only during the school year, and provides one westbound bus in the morning and two eastbound buses in the afternoon. The other 5 routes, which are described in the Environmental Setting section of the report, have headways ranging from 6 to 40 minutes during peak hours. To be conservative, 15 service buses per hour during weekday peak hours (5 bus lines with 40 minute headways in each direction) were assumed for this analysis.

The analysis of Project impacts on transit was performed by determining if the Project transit trips could be absorbed by the available capacity on bus lines serving the area. Project transit impacts were analyzed using the transit trips results from the Project automobile trip generation calculations in Table 5. In Table 5, adjustments for the transit trips are combined with bicycle/walk-in trips. To be conservative, Table 13 includes bicycle/walk-in trips as Project transit trips. In addition, an average automobile occupancy factor of 1.2 was utilized to translate the Table 5 automobile trip generation to person trips. As shown in Table 13, on an average weekday, the Project would generate transit demand of approximately 158 person trips per day, including 13 person trips during the AM peak hour and 10 person trips during the PM peak hour. This

equates to an estimated average of 0.9 transit riders per bus during the AM peak hour and 0.6 transit riders per bus during the PM peak hour.

**Table 13**  
**Project Transit Trip Summary**

|                                                                                | <u>Daily</u> | <u>AM Peak Hr.</u> | <u>PM Peak Hr.</u> |
|--------------------------------------------------------------------------------|--------------|--------------------|--------------------|
| <b>Project Transit Automobile Trip Credit:</b>                                 | <b>132</b>   | <b>11</b>          | <b>8</b>           |
| <b>Project Transit Person Trips:</b><br>(1.2 person trips per automobile trip) | <b>158</b>   | <b>13</b>          | <b>10</b>          |
| <b>Ave. Project Ridership/Transit Veh.</b><br>(based on 15 buses)              |              | <b>0.9</b>         | <b>0.6</b>         |

Given that the capacity of a standard bus is 40 riders and an articulated bus capacity is 60 riders, this level of ridership is not considered to have a significant impact.

### **Bicycle & Pedestrian Network**

The City of Culver City Bicycle & Pedestrian Master Plan was adopted by City Council on November 8, 2010. This bicycle and pedestrian master plan is the City's first comprehensive plan for bicycling and walking. In the Project vicinity, there are several bicycle improvements proposed in the City's bicycle network in the Project vicinity:

- o Washington Boulevard – Add Sharrows on applicable segments where road width does not accommodate bike lanes along both sides of Washington Boulevard; Install signage/wayfinding; Add bicycle route signage where Sharrows and lanes can not be installed. This improvement is ranked #1 on the City's priority list for bicycle and pedestrian improvement projects.
- o Culver Boulevard – Culver Boulevard will become a bike route between Duquesne Avenue to Washington Boulevard. 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 shall be responsible for the partial restriping of Washington Boulevard along the Project frontage and at the intersection of Washington Boulevard and Delmas Terrace. The restriping shall add Sharrows at the Project frontage along Washington Boulevard.

## **MITIGATION MEASURES**

Project impacts at seven intersections in the area surrounding the Project, on the CMP network of roadways and on the transit system were analyzed in this study. As indicated in the preceding analyses, the Project is not expected to significantly impact any of the study intersections, the CMP system or the transit system. Therefore, no transportation mitigation measures are recommended.

## **APPENDIX A**

### **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: Washington (9735) Mixed-Use (Retail & Office) Project

Project Address: 9735 Washington Boulevard, Culver City

Project Description: Mixed-use building with 14,000 square feet of retail, 70,000 square feet of office and 4,000 square feet of quality restaurant to replace 9,000 square feet of occupied bank and 7,200 square feet of vacant office (See Attachment 1 for Conceptual Site Plan)

Geographic Distribution: N 20% S 20% E 40% W 20%  
See Attachment 2 for project trip Assignment 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. Preliminary list of related projects are included in Attachment 6.

Subject to Freeway Impact Analysis Screening review: YES    NO X (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)

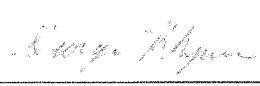
|                                                            |                                                             |
|------------------------------------------------------------|-------------------------------------------------------------|
| 1. <u>Duquesne Ave./Hughes Ave. &amp; Washington Blvd.</u> | 4. <u>Cardiff Ave. &amp; Culver Blvd.</u>                   |
| 2. <u>Washington Bl./Watseka Av. &amp; Culver Bl</u>       | 5. <u>Main St. &amp; Culver Blvd.</u>                       |
| 3. <u>Irving Pl. &amp; Culver Blvd.</u>                    | 6. <u>Canfield Ave./Washington Blvd. &amp; Culver Blvd.</u> |

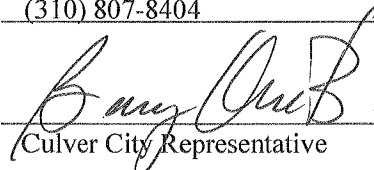
| Trip Credits: (Exact amount of credit subject to approval by City of Culver City) | yes                                 | no                                  |
|-----------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
| Transportation Demand Management (TDM) .....                                      | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Existing Active Land Use .....                                                    | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Previous Land Use .....                                                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Internal Trip .....                                                               | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Pass-By Trip .....                                                                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Transit .....                                                                     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

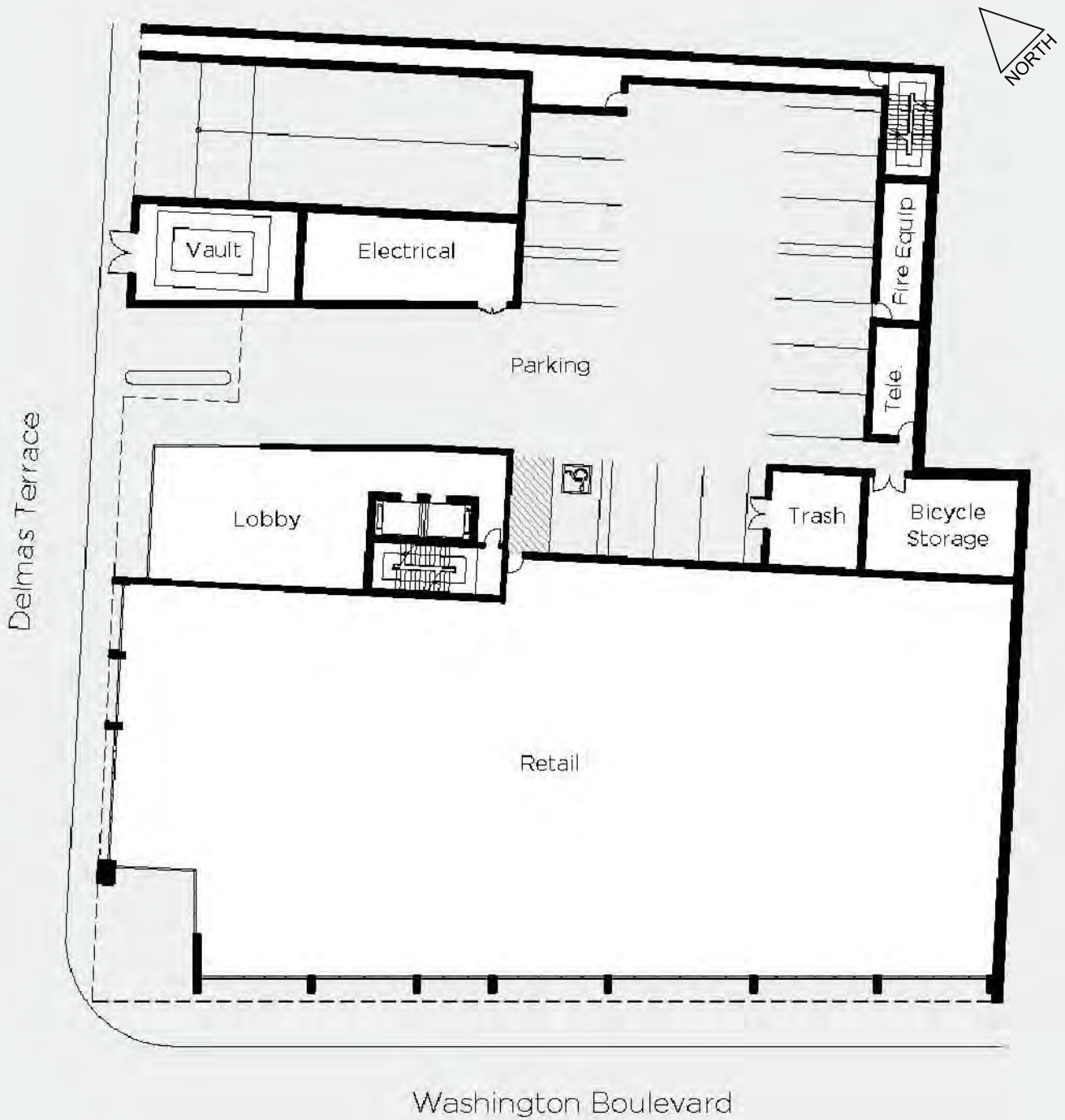
☐ None

|           | <u>Consultant</u>                      | <u>Developer</u>                            |
|-----------|----------------------------------------|---------------------------------------------|
| Name      | <u>Crain &amp; Associates</u>          | <u>Clarett West Development</u>             |
| Address   | <u>300 Corporate Pointe, Suite 470</u> | <u>1901 Avenue of the Stars, Suite 1465</u> |
|           | <u>Culver City, CA 90230</u>           | <u>Los Angeles, CA 90067</u>                |
| Phone No. | <u>(310) 473-6508</u>                  | <u>(310) 807-8404</u>                       |
| Approved  |                                        |                                             |

by:  5/17/2016  
Consultant's Representative Date

 5/17/2016  
Culver City Representative Date

**ATTACHMENT 1**  
**PROJECT CONCEPTUAL SITE PLAN**



# ATTACHMENT 1

4/19/2016

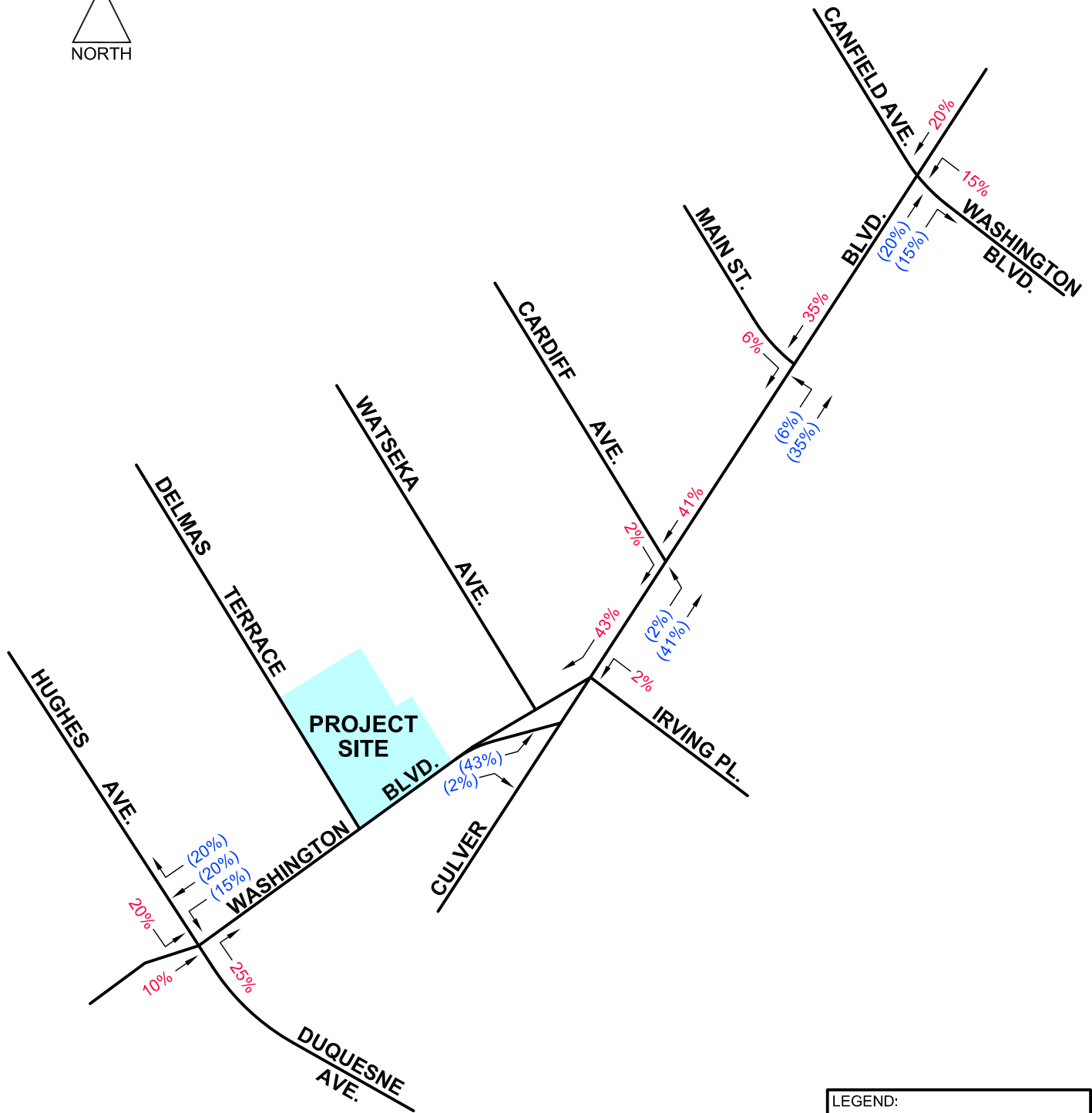
FN: WASHINGTON (9735) MIXED USE CC/SITE-PLAN

## CONCEPTUAL PROJECT SITE PLAN



Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6508 F (310) 444 9771  
www.crainandassociates.com

**ATTACHMENT 2**  
**PROJECT TRIP ASSIGNMENT**



| LEGEND: |                     |
|---------|---------------------|
| XX%     | INBOUND PERCENTAGE  |
| (XX%)   | OUTBOUND PERCENTAGE |

ATTACHMENT 2

4/20/2016

FN: WASHINGTON (9735) MIXED USE CC/PROJ-DIST

PROJECT ASSIGNMENT PERCENTAGES



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**ATTACHMENT 3**  
**PROJECT TRIP GENERATION**

Table 1

Washington (9735) Mixed-Use Development  
Project Trip Generation Rates

| <u>LU</u> | <u>Use/Description</u> | <u>Rates</u>                         |
|-----------|------------------------|--------------------------------------|
| 710       | General Office         |                                      |
|           | Daily:                 | 11.03 Trips per KSF of Building Area |
|           | AM Peak Hour:          | 1.56 Trips per KSF of Building Area  |
|           | Inbound                | 88%                                  |
|           | Outbound               | 12%                                  |
|           | PM Peak Hour:          | 1.49 Trips per KSF of Building Area  |
|           | Inbound                | 17%                                  |
|           | Outbound               | 83%                                  |
| 820       | Shopping Center        |                                      |
|           | Daily:                 | 42.70 Trips per KSF of Building Area |
|           | AM Peak Hour:          | 0.96 Trips per KSF of Building Area  |
|           | Inbound                | 62%                                  |
|           | Outbound               | 38%                                  |
|           | PM Peak Hour:          | 3.71 Trips per KSF of Building Area  |
|           | Inbound                | 48%                                  |
|           | Outbound               | 52%                                  |
| 911/912   | Walk-in Bank           |                                      |
|           | Daily:*                | 73.95 Trips per KSF of Building Area |
|           | AM Peak Hour:*         | 6.03 Trips per KSF of Building Area  |
|           | Inbound                | 57%                                  |
|           | Outbound               | 43%                                  |
|           | PM Peak Hour:          | 12.13 Trips per KSF of Building Area |
|           | Inbound                | 44%                                  |
|           | Outbound               | 56%                                  |
| 931       | Quality Restaurant     |                                      |
|           | Daily:                 | 89.95 Trips per KSF of Building Area |
|           | AM Peak Hour:          | 0.81 Trips per KSF of Building Area  |
|           | Inbound**              | 55%                                  |
|           | Outbound**             | 45%                                  |
|           | PM Peak Hour:          | 7.49 Trips per KSF of Building Area  |
|           | Inbound                | 67%                                  |
|           | Outbound               | 33%                                  |

Source:

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

\* Daily and AM trip generation rates not available, assumed 912 Drive-in Bank daily and AM rates factored by PM rate ratio.

\*\* AM direction distribution not available, assumed direction distribution for 932 High-Turnover Restaurant.

Table 2

Washington (9735) Mixed-Use Development  
Project Trip Generation Calculations

| LU                                                           | Use/Description    | Size             | Units | Daily               | AM Peak Hour     |                   |                   | PM Peak Hour     |                  |                   |
|--------------------------------------------------------------|--------------------|------------------|-------|---------------------|------------------|-------------------|-------------------|------------------|------------------|-------------------|
|                                                              |                    |                  |       |                     | I/B              | O/B               | Total             | I/B              | O/B              | Total             |
| <b><u>PROPOSED USES</u></b>                                  |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| 820                                                          | Shopping Center    | 14.0             | ksf   | 598                 | 8                | 5                 | 13                | 25               | 27               | 52                |
| 710                                                          | General Office     | 70.0             | ksf   | 772                 | 96               | 13                | 109               | 18               | 86               | 104               |
| 831                                                          | Quality Restaurant | 4.0              | ksf   | <u>360</u>          | <u>2</u>         | <u>1</u>          | <u>3</u>          | <u>20</u>        | <u>10</u>        | <u>30</u>         |
| <b>Subtotal [A]</b>                                          |                    |                  |       | <b>1,730</b>        | <b>106</b>       | <b>19</b>         | <b>125</b>        | <b>63</b>        | <b>123</b>       | <b>186</b>        |
| <b><u>Internal Linkages</u></b>                              |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| Shopping Center                                              |                    | 5%               |       | (30)                | 0                | (1)               | (1)               | (1)              | (2)              | (3)               |
| General Office                                               |                    | Based on Support |       | (48)                | (1)              | 0                 | (1)               | (3)              | (2)              | (5)               |
| Quality Restaurant                                           |                    | 5%               |       | <u>(18)</u>         | <u>0</u>         | <u>0</u>          | <u>0</u>          | <u>(1)</u>       | <u>(1)</u>       | <u>(2)</u>        |
| <b>Subtotal [B]</b>                                          |                    |                  |       | <b>(96)</b>         | <b>(1)</b>       | <b>(1)</b>        | <b>(2)</b>        | <b>(5)</b>       | <b>(5)</b>       | <b>(10)</b>       |
| <b><u>Transit Trips</u></b>                                  |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| Shopping Center                                              |                    | 15%              |       | (85)                | (1)              | (1)               | (2)               | (4)              | (3)              | (7)               |
| General Office                                               |                    | 15%              |       | (109)               | (14)             | (2)               | (16)              | (2)              | (13)             | (15)              |
| Quality Restaurant                                           |                    | 15%              |       | <u>(51)</u>         | <u>0</u>         | <u>0</u>          | <u>0</u>          | <u>(3)</u>       | <u>(1)</u>       | <u>(4)</u>        |
| <b>Subtotal [C]</b>                                          |                    |                  |       | <b>(245)</b>        | <b>(15)</b>      | <b>(3)</b>        | <b>(18)</b>       | <b>(9)</b>       | <b>(17)</b>      | <b>(26)</b>       |
| <b>[D] Driveway/Adj. Int. Trips = [A] + [B] + [C]</b>        |                    |                  |       | <b>1,389</b>        | <b>90</b>        | <b>15</b>         | <b>105</b>        | <b>49</b>        | <b>101</b>       | <b>150</b>        |
| <b><u>Pass-by Trips</u></b>                                  |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| Shopping Center                                              |                    | 25%              |       | (121)               | (2)              | (1)               | (3)               | (5)              | (6)              | (11)              |
| General Office                                               |                    | 0%               |       | 0                   | 0                | 0                 | 0                 | 0                | 0                | 0                 |
| Quality Restaurant                                           |                    | 10%              |       | <u>(29)</u>         | <u>0</u>         | <u>0</u>          | <u>0</u>          | <u>(2)</u>       | <u>0</u>         | <u>(2)</u>        |
| <b>Subtotal [E]</b>                                          |                    |                  |       | <b>(150)</b>        | <b>(2)</b>       | <b>(1)</b>        | <b>(3)</b>        | <b>(7)</b>       | <b>(6)</b>       | <b>(13)</b>       |
| <b>[F] Area Intersection Trips (Proposed Uses) = [D]+[E]</b> |                    |                  |       | <b><u>1,239</u></b> | <b><u>88</u></b> | <b><u>14</u></b>  | <b><u>102</u></b> | <b><u>42</u></b> | <b><u>95</u></b> | <b><u>137</u></b> |
| <b><u>EXISTING USES</u></b>                                  |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| 911/912                                                      | Walk-in Bank       | 9.0              | ksf   | <u>666</u>          | <u>31</u>        | <u>23</u>         | <u>54</u>         | <u>48</u>        | <u>61</u>        | <u>109</u>        |
| <b>Subtotal [G]</b>                                          |                    |                  |       | <b>666</b>          | <b>31</b>        | <b>23</b>         | <b>54</b>         | <b>48</b>        | <b>61</b>        | <b>109</b>        |
| <b><u>Existing Transit/Walk-in Trips</u></b>                 |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| Walk-in Bank                                                 |                    | 15%              |       | <u>(100)</u>        | <u>(5)</u>       | <u>(3)</u>        | <u>(8)</u>        | <u>(7)</u>       | <u>(9)</u>       | <u>(16)</u>       |
| <b>Subtotal [H]</b>                                          |                    |                  |       | <b>(100)</b>        | <b>(5)</b>       | <b>(3)</b>        | <b>(8)</b>        | <b>(7)</b>       | <b>(9)</b>       | <b>(16)</b>       |
| <b>[I] Driveway/Adj. Int. Trips = [G] + [H]</b>              |                    |                  |       | <b>566</b>          | <b>26</b>        | <b>20</b>         | <b>46</b>         | <b>41</b>        | <b>52</b>        | <b>93</b>         |
| <b><u>Pass-by Trips</u></b>                                  |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| Walk-in Bank                                                 |                    | 20%              |       | <u>(113)</u>        | <u>(5)</u>       | <u>(4)</u>        | <u>(9)</u>        | <u>(8)</u>       | <u>(11)</u>      | <u>(19)</u>       |
| <b>Subtotal [J]</b>                                          |                    |                  |       | <b>(113)</b>        | <b>(5)</b>       | <b>(4)</b>        | <b>(9)</b>        | <b>(8)</b>       | <b>(11)</b>      | <b>(19)</b>       |
| <b>[K] Area Intersection Trips (Existing Uses) = [I]+[J]</b> |                    |                  |       | <b><u>453</u></b>   | <b><u>21</u></b> | <b><u>16</u></b>  | <b><u>37</u></b>  | <b><u>33</u></b> | <b><u>41</u></b> | <b><u>74</u></b>  |
| <b><u>NET PROJECT TRIP GENERATION</u></b>                    |                    |                  |       |                     |                  |                   |                   |                  |                  |                   |
| <b>Driveway/Adjacent Intersection Trips = [D] - [I]</b>      |                    |                  |       | <b><u>823</u></b>   | <b><u>64</u></b> | <b><u>(5)</u></b> | <b><u>59</u></b>  | <b><u>8</u></b>  | <b><u>49</u></b> | <b><u>57</u></b>  |
| <b>Area Intersection Trips (Net Project) = [F] - [K]</b>     |                    |                  |       | <b><u>786</u></b>   | <b><u>67</u></b> | <b><u>(2)</u></b> | <b><u>65</u></b>  | <b><u>9</u></b>  | <b><u>54</u></b> | <b><u>63</u></b>  |

**ATTACHMENT 4**  
**STUDY INTERSECCTION LOCATION MAP**



4/20/2016

FN: WASHINGTON (9735) MIXED USE CO-STUDY-INTS

## STUDY INTERSECTIONS LOCATION MAP



Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
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[www.crainandassociates.com](http://www.crainandassociates.com)

**ATTACHMENT 5**  
**PROJECT FREEWAY TRIP SCREENING**

## 9735 Washington Mixed-Use Project

### Traffic Volume Contributions to State Freeway Mainline and Off-Ramp Facilities

#### PROJECT TRIP GENERATION

| <u>Direction</u> | <u>Net Project</u> |           |
|------------------|--------------------|-----------|
|                  | <u>AM</u>          | <u>PM</u> |
| Inbound          | 67                 | 9         |
| Outbound         | -2                 | 54        |

#### CALTRANS FREEWAY IMPACT ANALYSIS

| FREeway MAINLINE VOLUME CALCULATIONS |                  |                  | Net Project       |           |           | Number<br>of Lanes | Capacity<br>per Lane* | Total<br>Capacity | Percentage Added<br>by Project |           | Threshold<br>Percentage<br>For Screening* | Ramp Operation |            | Requires<br>Analysis? |
|--------------------------------------|------------------|------------------|-------------------|-----------|-----------|--------------------|-----------------------|-------------------|--------------------------------|-----------|-------------------------------------------|----------------|------------|-----------------------|
| <u>Mainline Segment Location</u>     | <u>Direction</u> | <u>Direction</u> | <u>Percentage</u> | <u>AM</u> | <u>PM</u> |                    |                       |                   | <u>AM</u>                      | <u>PM</u> |                                           | <u>Volumes</u> | <u>LOS</u> |                       |
| I-10 Fwy, e/o Washington Blvd.       | Westbound        | Inbound          | 25%               | 17        | 2         | 4                  | 2000                  | 8000              | 0.21%                          | 0.03%     | 1.00%                                     | -              | -          | <b>No</b>             |
|                                      | Eastbound        | Outbound         | 25%               | -1        | 14        | 4                  | 2000                  | 8000              | -0.01%                         | 0.18%     | 1.00%                                     | -              | -          | <b>No</b>             |
| I-405 Fwy, s/o Culver Blvd.          | Northbound       | Inbound          | 20%               | 13        | 2         | 5                  | 2000                  | 10000             | 0.13%                          | 0.02%     | 1.00%                                     | -              | -          | <b>No</b>             |
|                                      | Southbound       | Outbound         | 20%               | 0         | 11        | 5                  | 2000                  | 10000             | 0.00%                          | 0.11%     | 1.00%                                     | -              | -          | <b>No</b>             |

#### FREeway OFF-RAMP VOLUME CALCULATIONS

##### Off-Ramp Location

|                                          |            |         |     |   |   |   |     |     |       |       |       |   |   |           |
|------------------------------------------|------------|---------|-----|---|---|---|-----|-----|-------|-------|-------|---|---|-----------|
| I-10 Fwy WB Off-Ramp to Washington Blvd. | Westbound  | Inbound | 10% | 7 | 1 | 1 | 850 | 850 | 0.82% | 0.12% | 1.00% | - | - | <b>No</b> |
| I-405 Fwy NB Off-Ramp to Culver Blvd.    | Northbound | Inbound | 12% | 8 | 1 | 1 | 850 | 850 | 0.94% | 0.12% | 1.00% | - | - | <b>No</b> |

\* 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 attached existing counts.

**ATTACHMENT 6**  
**PRELIMINARY RELATED PROJECTS LIST**

**Culver City Related Projects List- Updated January 29, 2016**

| No. | Project Name                                                                                                           | Address                         | Description                                                                                                                                                                                                            | City | Est. Date Completion | Completed Date | Project Phase<br>1. Pre-Application<br>2. Entitlement<br>3. Pre-Building Permit<br>4. Building Permit<br>5. Construction<br>6. Completed (Occupied?) | Date of Entitlement Approval     | Planner                       |
|-----|------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------|
| 1   | Marcasel (The Oliver)                                                                                                  | 11957 Washington Blvd           | 30 unit mixed use project with 8,682 sf of retail.                                                                                                                                                                     | CC   | 2015                 | 2015           | Completed - Occupied                                                                                                                                 | 12/14/2011                       | Jose Mendivil (310) 253-5757  |
| 2   | Sony 4-story office building                                                                                           | 10202 Washington Blvd           | New 22,929 sq. ft. office building, resulting in 9,875 sq. ft. of net new floor area                                                                                                                                   | CC   | 2015                 | 2015           | Completed - Occupied                                                                                                                                 | 02/28/2014                       | Susan Yun (310) 253-5755      |
| 3   | Mazda                                                                                                                  | 11215 Washington Blvd           | 5,492 s.f. addition to Mazda Dealership.                                                                                                                                                                               | CC   | 2015                 | 2015           | Completed - Occupied                                                                                                                                 | 09/03/2013                       | Jose Mendivil (310) 253-5757  |
| 4   | Duquesne Ave condominiums Dana Syles                                                                                   | 4139-4145 Duquesne Avenue       | Seven (7) condominium units                                                                                                                                                                                            | CC   | 2015                 | 2015           | Completed - Occupied                                                                                                                                 | 4/27/11 (PC)<br>6/13/11 (CC)     | Thomas Gorham (310) 253-5710  |
| 5   | 4 Unit Condo                                                                                                           | 4058 Madison Avenue             | New four unit condominium. 7,422 sf total.                                                                                                                                                                             | CC   | 2015                 | 2015           | Completed - Occupied                                                                                                                                 | 10/10/2007                       | Jose Mendivil (310) 253-5757  |
| 6   | Jesuit Novitiate                                                                                                       | 10755 Deshore Place             | Construction of 4,740 sf of dormitories and related rooms with a total of 36 bedrooms and the replaced the existing chapel with a 1,660 sf chapel                                                                      | CC   | 2015                 | 09/16/2015     | Completed                                                                                                                                            | 06/10/2014                       | Manny Muñoz 310-253-5756      |
| 7   | Modification to CUP, enrollment increase (The Help Group)                                                              | 12095-12101 Washington Blvd.    | Increase in enrollment from 600 to 650 students at an existing private school for special needs students, grades Pre-K through 12                                                                                      | CC   | 2016                 | TBD            | Entitlement                                                                                                                                          | 12/09/2015                       | Thomas Gorham 310-253-5710    |
| 8   | Punch Studio                                                                                                           | 6025 Slauson Avenue             | Conversion of 3,522 sf from warehouse to office area and reduction of 7,924 sf of warehouse with 24 new tandem parking stalls                                                                                          | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 10/27/2015                       | Manny Muñoz 310-253-5756      |
| 9   | Caroline Condominiums                                                                                                  | 3440 Caroline Avenue            | Two (2) new single family dwellings, resulting in one (1) net new dwelling unit                                                                                                                                        | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 3/12/2014                        | Gabriela Silva (310) 253-5736 |
| 10  | New single story retail/ office building                                                                               | 5450 Sepulveda Blvd             | Single story retail building totaling 14,800 square feet with rooftop parking                                                                                                                                          | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 06/06/2013                       | Jose Mendivil (310) 523-5757  |
| 11  | Washington/ Landmark TOD (Platform)                                                                                    | 8810 thru 8850 Washington Blvd. | New commercial development consisting of 41,745 G.S.F. of restaurant and retail use, and 38,732 G.S.F. of office use.                                                                                                  | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 12/10/2012                       | Susan Yun (310) 253-5755      |
| 12  | Access Culver City Mixed Use TOD                                                                                       | 8770 Washington Boulevard       | New mixed use development consisting of 115 residential units, retail (market & cafe) 31,240 G.S.F.                                                                                                                    | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 02/11/2013                       | Susan Yun (310) 253-5755      |
| 13  | Union 76                                                                                                               | 10638 Culver Blvd               | Gas station and convenience store; 2,676 G.S.F.                                                                                                                                                                        | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 04/11/2007                       | Jose Mendivil (310) 253-5757  |
| 14  | Stoneview Nature Center                                                                                                | 5950 Stoneview Dr               | A new four-acre park with a new one-story 4,000 sq. ft. building, with a multi-purpose room, staff office, and restrooms                                                                                               | CC   | 2016                 | TBD            | Construction                                                                                                                                         | Approved by County on 04/22/2014 | Susan Yun (310) 253-5755      |
| 15  | Westside Brake and Tires                                                                                               | 4215 Sepulveda Blvd             | Change of use for existing 2,068 sq. ft. building from retail to vehicle maintenance/ repair service use                                                                                                               | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 06/11/2014                       | Manny Muñoz 310-253-5756      |
| 16  | Sony 8-story office building, production services, and Culver parking expansion, Comprehensive Plan Conformance Review | 10202 Washington Blvd           | Construction of an 8-story 218,450 sq. ft. office building, 51,716 sq. ft. support building, and expansion of an existing parking structure. TOTAL demolition of 57,642 sq. ft. Net new square feet is 212,524 sq. ft. | CC   | 2016                 | TBD            | Construction                                                                                                                                         | 06/11/2014                       | Susan Yun (310) 253-5755      |

| No. | Project Name                                      | Address                          | Description                                                                                                                                                                                                                                                   | City | Est. Date Completion | Completed Date                                   | Project Phase<br>1. Pre-Application<br>2. Entitlement<br>3. Pre-Building Permit<br>4. Building Permit<br>5. Construction<br>6. Completed (Occupied?) | Date of Entitlement Approval | Planner                          |
|-----|---------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------|
| 17  | Airport Marina Ford                               | 6002 Centinela Ave               | 27,568 sq. ft. addition consisting of 29 service bays and 12,900 sq. ft. of parts and service on vacant land                                                                                                                                                  | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | 10/08/2014                   | Jose Mendivil<br>(310) 253-5757  |
| 18  | Willows School Comprehensive Plan                 | 8509 Higuera<br>8476 Warner      | Phase I - new surface parking; increased student enrollment by 50 from 425 to 475;<br>Phase II & III - increase student enrollment by 100, from 475 to 575.                                                                                                   | CC   | 2016<br>PH 2 & PH3   | Phase 2 - TBD<br>Phase 3 - TBD<br>Phase 1 - 2014 | Phase 2 & 3 - Building Permit<br>Phase 1 - Completed-Occupied                                                                                        | 9/10/2012 (CC)               | Gabriela Silva<br>(310) 253-5736 |
| 19  | Expo LRT                                          | Washington/ National             | Light rail station - Phase II                                                                                                                                                                                                                                 | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | EIR Certified<br>2005        | Susan Yun<br>(310) 253-5755      |
| 20  | Kayvon Mixed Use                                  | 12712-12718 Washington Boulevard | New 4 story mixed use building and subterranean parking with 5 for lease residential units, 3,308 sf of retail, office, or restaurant. Previous/Existing uses: approximately 2,340 sf of commercial uses, a furniture store and reclaimed/vintage wood store. | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | 1/10/2013                    | Jose Mendivil<br>(310) 253-5757  |
| 21  | Wende Museum                                      | 10808 Culver Blvd                | Conversion of existing 12,596 sq. ft. armory building into a museum                                                                                                                                                                                           | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | 02/28/2014                   | Thomas Gorham<br>(310) 253-5710  |
| 22  | 11198 Washington Place                            | 11198 Washington Place           | New single story commercial building comprising 3,850 square feet with 11 parking spaces and 500 square feet of outdoor dining/seating on vacant land                                                                                                         | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | 11/14/2013                   | Gabriela Silva<br>(310) 253-5736 |
| 23  | Chevron Carwash                                   | 11197 Washington Place           | Conversion of existing vehicle repair and mini-mart into drive-thru carwash and construction of new 2,500 sq. ft. convenience store                                                                                                                           | CC   | 2016                 | TBD                                              | Construction                                                                                                                                         | 02/12/2014                   | Gabriela Silva<br>(310) 253-5736 |
| 24  | 4109-4111 Duquesne Ave                            | 4109-4111 Duquesne Ave           | Addition of two (2) new dwelling units to existing duplex                                                                                                                                                                                                     | CC   | 2016                 | TBD                                              | Building Permit                                                                                                                                      | 01/13/2015                   | Gabriela Silva<br>(310) 253-5736 |
| 25  | Arora Condominiums                                | 3837 Bentley Avenue              | Three (3) new condominium dwelling units, resulting in two (2) net new dwellings                                                                                                                                                                              | CC   | 2016                 | TBD                                              | Building permit                                                                                                                                      | 04/08/2015                   | Gabriela Silva<br>(310) 253-5736 |
| 26  | Harbor Freight<br>(Ice Rink Site)                 | 4545 Sepulveda Blvd              | Renovation of 28,534 square feet of former ice rink into a two tenant commercial space, including a retail home improvement outlet. No increase in floor area.                                                                                                | CC   | 2016                 | TBD                                              | Building Permit                                                                                                                                      | TBD                          | Jose Mendivil<br>(310) 253-5757  |
| 27  | Culver Center Shopping Center -<br>New restaurant | 10799 Washington Blvd            | New 2,000 sq. ft. restaurant at existing commercial shopping center                                                                                                                                                                                           | CC   | 2016                 | TBD                                              | Pre-Building Permit                                                                                                                                  | 09/11/2014                   | Jose Mendivil<br>(310) 253-5757  |
| 28  | Shell Carwash                                     | 11224 Venice Blvd                | New 3,150 sq. ft. commercial building, which includes a 2,285 sq. ft. convenience store and 864 sq. ft. automated car wash facility                                                                                                                           | CC   | 2016                 | TBD                                              | Entitlement                                                                                                                                          | 12/9/2015                    | Gabriela Silva<br>(310) 253-5736 |
| 29  | Culver City Christian School                      | 11828 Washington Blvd            | Proposed reuse of existing private school buildings (approximately 8,700 sq. ft.) for a private K-8th grade school, for approximately 128 students                                                                                                            | CC   | 2016                 | TBD                                              | Pre-Application                                                                                                                                      | TBD                          | Gabriela Silva<br>(310) 253-5736 |
| 30  | 3-unit Bentley Condos                             | 3873 Bentley Avenue              | Three new residential condominium units, resulting in two (2) net new residential dwelling units                                                                                                                                                              | CC   | 2016                 | TBD                                              | Pre-Application                                                                                                                                      | TBD                          | Peter Sun<br>310-253-5706        |

| No. | Project Name                                                          | Address                   | Description                                                                                                                                                                                                                                                                                                               | City      | Est. Date Completion | Completed Date | Project Phase<br>1. Pre-Application<br>2. Entitlement<br>3. Pre-Building Permit<br>4. Building Permit<br>5. Construction<br>6. Completed (Occupied?) | Date of Entitlement Approval                                                 | Planner                          |
|-----|-----------------------------------------------------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------|
| 31  | Washington/Tivoli Mixed Use Project                                   | 13112-13114 Washington Bl | Mixed-use project with 1,536 sq. ft. of retail/restaurant (breakdown unknown at this time), 3,702 sq. ft. of office, and two (2) for-lease residential dwelling units. Previous/Existing uses: vacant land, no buildings                                                                                                  | CC        | 2016                 | TBD            | Pre-Application                                                                                                                                      | TBD                                                                          | Peter Sun<br>310-253-5706        |
| 32  | 5-unit Condominiums                                                   | 3961 Tilden Avenue        | Construction of five (5) new residential condominium units, resulting in two (2) net new residential dwelling units                                                                                                                                                                                                       | CC        | 2016                 | TBD            | Pre-Application                                                                                                                                      | TBD                                                                          | Gabriela Silva<br>(310) 253-5736 |
| 33  | SPP Site                                                              | 10000 Washington Blvd     | Renovation of existing 9-story office building. Convert ground floor office space to retail and restaurant space. New construction includes a new stand-alone 3,115 sq. ft. one-story restaurant building and a second floor within the atrium to add 5,500 sq. ft. of office space.                                      | CC        | 2016                 | TBD            | Pre-Application                                                                                                                                      | TBD                                                                          | Peter Sun<br>310-253-5706        |
| 34  | West Los Angeles College community College Master Plan and EIR (2010) | LA County                 | Approximately 92,000 sq. ft. of new building construction and renovation. Anticipate future student population of approx. 18,904 students.                                                                                                                                                                                | LA County | 2017                 | TBD            | Construction                                                                                                                                         | EIR Certified 2004                                                           | Susan Yun<br>(310) 253-5755      |
| 35  | Fresh Paint                                                           | 9355 Culver Boulevard     | Three story mixed use building consisting of a ground level salon, mezzanine, and office totaling 2,947 sq. ft., and four residential units on the third floor.                                                                                                                                                           | CC        | 2017                 | TBD            | Building Permit                                                                                                                                      | 4/5/2010                                                                     | Thomas Gorham<br>(310) 253-5710  |
| 36  | Costco Expansion                                                      | 13463 Washington Blvd     | A 31,023 sq. ft. expansion of an existing 142,152 sq. ft. retail warehouse and demolition of an existing 63,213 sq. ft. grocery store/super market, for a net loss of 32,190 sq. ft., as well as addition of two (2) fueling pumps at an existing fueling station and reconfiguration of on-site parking and circulation. | CC        | 2017                 | TBD            | Building Permit                                                                                                                                      | 10/21/2015                                                                   | Gabriela Silva<br>(310) 253-5736 |
| 37  | Office & Retail Building                                              | 700-701 Corporate Pointe  | 7-story 281,400 G.S.F. office building and 9-story parking structure                                                                                                                                                                                                                                                      | CC        | 2017                 | TBD            | Building Permit                                                                                                                                      | SPR - 8/12/87.<br>SPR-M<br>11/12/2014<br>13th Amend<br>extend DDA to<br>2017 | Thomas Gorham<br>(310) 253-5710  |
| 38  | Warner Parking Structure                                              | 8511 Warner Drive         | 51,520 G.S.F. Retail/Restaurant;784 parking spaces, five levels                                                                                                                                                                                                                                                           | CC        | 2017                 | TBD            | Pre-Building Permit                                                                                                                                  | 08/03/2009                                                                   | Jose Mendivil<br>(310) 253-5757  |
| 39  | Parcel B                                                              | 9300 Culver Blvd          | 118,000 G.S.F. of office, retail, and restaurant space.                                                                                                                                                                                                                                                                   | CC        | 2017                 | TBD            | Pre-Building Permit                                                                                                                                  | 07/07/2012                                                                   | Thomas Gorham<br>(310) 253-5710  |
| 40  | Radisson Office Tower                                                 | 6161 Centinela Blvd       | 342,400 G.S.F. office tower and parking addition                                                                                                                                                                                                                                                                          | CC        | 2017                 | TBD            | Pre-Building Permit                                                                                                                                  | 05/15/2008                                                                   | Thomas Gorham<br>(310) 253-5710  |
| 41  | Grandview Apartments                                                  | 4025 Grand View Blvd      | New 3-story, for lease housing development, consisting of 36 units, with subterranean parking. Previous/Existing use includes 20 mobile home units.                                                                                                                                                                       | CC        | 2017                 | TBD            | Pre-Building Permit                                                                                                                                  | 1/27/2016                                                                    | Jose Mendivil<br>(310) 25-5757   |
| 42  | Pennylane Mixed Use Washington/Inglewood                              | 11924 Washington Blvd     | Mixed use project with 3,750 sq. ft. of restaurant, 11,250 sq. ft. of specialty retail, and 98 for lease residential apartment units. Previous use includes approximately 26,445 sq. ft. of commercial uses                                                                                                               | CC/LA     | 2017                 | TBD            | Pre-Building Permit                                                                                                                                  | 12/9/2015                                                                    | Jose Mendivil<br>(310) 253-5757  |

| No. | Project Name                                                          | Address                                                        | Description                                                                                                                                                                                                                                                                                                                                                                                                                             | City | Est. Date Completion | Completed Date | Project Phase<br>1. Pre-Application<br>2. Entitlement<br>3. Pre-Building Permit<br>4. Building Permit<br>5. Construction<br>6. Completed (Occupied?) | Date of Entitlement Approval | Planner                          |
|-----|-----------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------|
| 43  | Lenawee-Culver Place                                                  | 3814 Lenawee Avenue                                            | New 8 single family dwelling units and 95 units of assisted living and memory care                                                                                                                                                                                                                                                                                                                                                      | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | TBD                          | Susan Yun<br>(310) 253-5755      |
| 44  | Culver Studios Amend. No.6                                            | 9336 Washington Blvd                                           | Addition of 3 new production office and support facilities buildings, and a new parking structure. The new square footage is 180,000 sf and net new is 138,997 GSF.                                                                                                                                                                                                                                                                     | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | 11/18/2015                   | Susan Yun<br>(310) 253-5755      |
| 45  | Baldwin Site                                                          | 12803 Washington Blvd                                          | New 4 story mixed use project, consisting of 27 dwelling units and 7,293 sq. ft. of ground floor retail, on currently vacant site                                                                                                                                                                                                                                                                                                       | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | TBD                          | Jose Mendivil<br>(310) 253-5757  |
| 46  | Three unit condominium/ townhome Redevelopment                        | 4241 Duquesne Avenue                                           | New three detached condominium/ townhomes, resulting in two net new residential dwelling units                                                                                                                                                                                                                                                                                                                                          | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | TBD                          | Jose Mendivil<br>(310) 253-5757  |
| 47  | Ivy Station Triangle Site-Washington/ National TOD Comprehensive Plan | 8824 National Blvd<br>Corner of Washington Blvd/ National Blvd | New transit oriented development to include light rail station & mixed use development:<br>A 5-story office building (210,000 sf) with ground floor retail; two interconnected 5 & 6 story buildings over a podium comprised of 200 residential (for lease) units with ground floor retail (21,851 sq.ft.) and a 148 room boutique hotel with ground floor retail (5,337 sf); 1,548 spaces on grade and in 3-level subterranean garage. | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | TBD                          | Susan Yun<br>(310) 253-5755      |
| 48  | Extended Stay Hotel                                                   | 5990 Green Valley Circle, Culver City                          | Expansion of an existing 195-room Hotel which currently includes approximately 3,200 square feet of meeting room space and a 76-seat restaurant with a new extended stay hotel behind the existing hotel. The proposed project would result in an increase of 185 hotel rooms and a net decrease of 170 square feet of meeting room space.                                                                                              | CC   | 2017                 | TBD            | Entitlement                                                                                                                                          | TBD                          | Jose Mendivil<br>(310) 253-5757  |
| 49  | Orchard Supply Hardware                                               | 11441 Jefferson Blvd                                           | Addition of 12,163 sq. ft. to an existing 19,057 sq. ft. commercial space used as a retail office supply store, to be used as a home improvement store, within an existing 34,438 sq. ft. multi-tenant commercial building, and conversion of an existing 5,139 sq. ft. paint store into a nursery area                                                                                                                                 | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Gabriela Silva<br>(310) 253-5736 |
| 50  | Mixed-Use with Density Bonus                                          | 11281 Washington Blvd                                          | New mixed use development consisting of 14 residential units and 5,355 sq. ft. of retail space                                                                                                                                                                                                                                                                                                                                          | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Jose Mendivil<br>(310) 253-5757  |
| 51  | Globe Housing Project                                                 | 4044 - 4068 Globe Avenue                                       | Comprehensive Plan and Planned Development for a total of 10 new, for sale, residential dwelling units on currently vacant land; however, the site was previously developed with 7 single family homes.                                                                                                                                                                                                                                 | CC   | 2017                 | TBD            | Pre- Application                                                                                                                                     | TBD                          | Susan Yun<br>(310) 253-5755      |
| 52  | Market Hall - Washington Centinela                                    | 12403 Washington Boulevard                                     | New 31,500 sq. ft. market hall with retail and restaurant, AND 215 structured parking spaces on currently vacant land                                                                                                                                                                                                                                                                                                                   | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Thomas Gorham<br>(310) 253-5710  |
| 53  | Jazz Bakery                                                           | 9814 Washington Boulevard                                      | 200 seat Performace Theatre with a museum and bakery/café<br>2-stories & estimated 7,500 sqaure feet                                                                                                                                                                                                                                                                                                                                    | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Thomas Gorham<br>(310) 253-5710  |
| 54  | Office Building                                                       | 9919 Jefferson Blvd                                            | New 3-story, 62,558 sq. ft., office and research and development (laboratory) building, as well as a five (5) level parking structure containing 398 parking spaces, and associated site improvements                                                                                                                                                                                                                                   | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Gabriela Silva<br>(310) 253-5736 |

| No. | Project Name                | Address              | Description                                                                                                                                         | City | Est. Date Completion | Completed Date | Project Phase<br>1. Pre-Application<br>2. Entitlement<br>3. Pre-Building Permit<br>4. Building Permit<br>5. Construction<br>6. Completed (Occupied?) | Date of Entitlement Approval | Planner                     |
|-----|-----------------------------|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------|
| 55  | Surfas Site                 | 8777 Washington Blvd | New TOD Mixed Use project with 80 dwelling units, 29,343 sq. ft. of office, and 15,065 sq. ft. of retail.                                           | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Susan Yun<br>(310) 253-5755 |
| 56  | Boutique Hotel              | 11469 Jefferson Blvd | Demolition of 12,958 sq. ft. commercial shopping center. New 5-story hotel of 144 rooms with restaurant and outdoor dining.                         | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Peter Sun<br>(310) 253-5706 |
| 57  | Lorcan O'Herlihy Architects | 3434 Wesley St       | New TOD Mixed Use project with 15 dwelling units, and 14,237sq. ft. of office/gallery on a vacant lot.                                              | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Peter Sun<br>(310) 253-5706 |
| 58  | ICC site                    | 8888 Washington Blvd | New four story office/retail building-57,794 sf office and retail/restaurant 7,321sf; the existing auto collision repair center will be demolished. | CC   | 2017                 | TBD            | Pre-Application                                                                                                                                      | TBD                          | Susan Yun<br>(310) 253-5755 |
|     |                             |                      |                                                                                                                                                     |      |                      |                |                                                                                                                                                      |                              |                             |
|     |                             |                      |                                                                                                                                                     |      |                      |                |                                                                                                                                                      |                              |                             |

Sorted by Estimated Date of Completion

**APPENDIX B**  
**TRAFFIC COUNTS**

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
Weather: Clear

File Name : LACHUVEAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

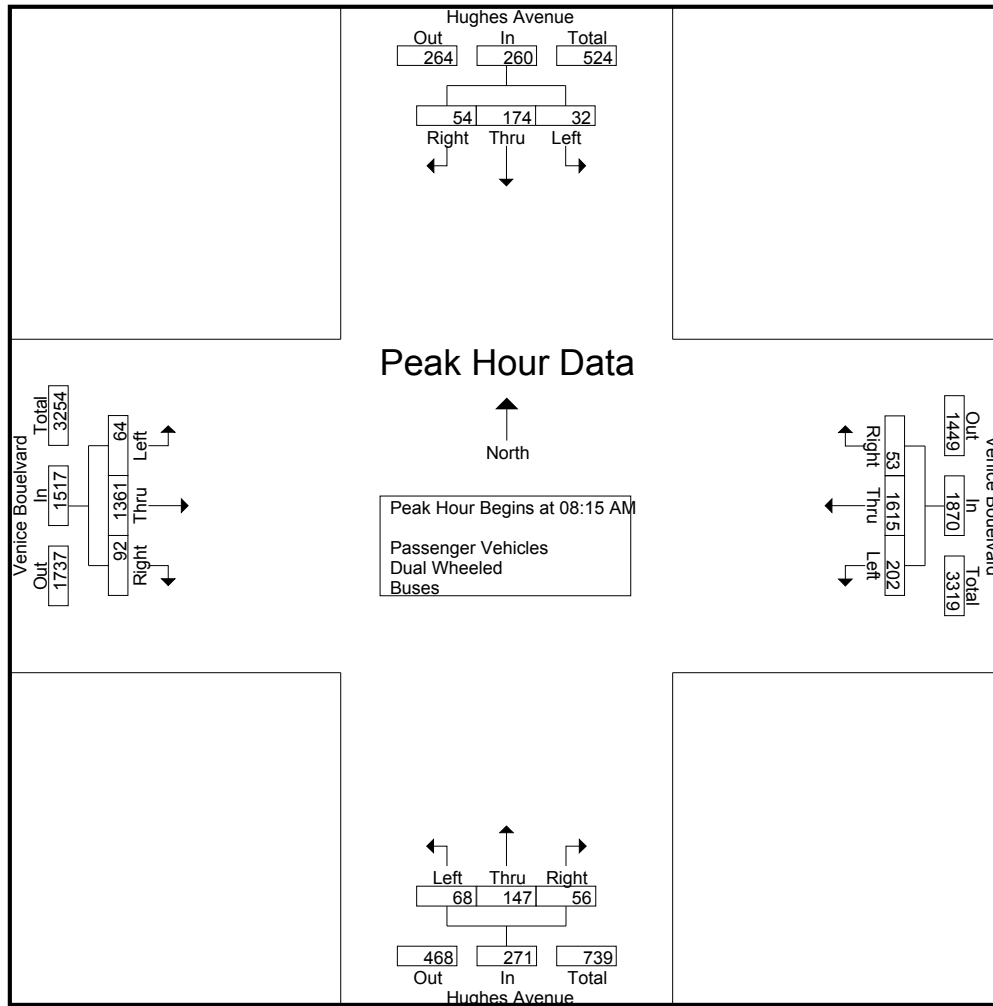
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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             | 8                        | 10   | 10    | 28         | 27                         | 352  | 9     | 388        | 17                       | 17   | 5     | 39         | 9                          | 201  | 6     | 216        | 671        |
| 07:15 AM             | 6                        | 19   | 13    | 38         | 21                         | 391  | 6     | 418        | 36                       | 24   | 5     | 65         | 10                         | 289  | 22    | 321        | 842        |
| 07:30 AM             | 14                       | 31   | 13    | 58         | 33                         | 409  | 13    | 455        | 26                       | 33   | 12    | 71         | 7                          | 284  | 9     | 300        | 884        |
| 07:45 AM             | 12                       | 36   | 11    | 59         | 41                         | 441  | 21    | 503        | 32                       | 23   | 7     | 62         | 11                         | 299  | 20    | 330        | 954        |
| Total                | 40                       | 96   | 47    | 183        | 122                        | 1593 | 49    | 1764       | 111                      | 97   | 29    | 237        | 37                         | 1073 | 57    | 1167       | 3351       |
| 08:00 AM             | 8                        | 34   | 16    | 58         | 30                         | 398  | 22    | 450        | 28                       | 37   | 15    | 80         | 11                         | 340  | 10    | 361        | 949        |
| 08:15 AM             | 7                        | 32   | 13    | 52         | 39                         | 387  | 19    | 445        | 19                       | 25   | 14    | 58         | 11                         | 343  | 30    | 384        | 939        |
| 08:30 AM             | 7                        | 35   | 18    | 60         | 46                         | 437  | 20    | 503        | 21                       | 47   | 11    | 79         | 15                         | 346  | 26    | 387        | 1029       |
| 08:45 AM             | 9                        | 64   | 16    | 89         | 56                         | 380  | 8     | 444        | 15                       | 46   | 9     | 70         | 23                         | 333  | 17    | 373        | 976        |
| Total                | 31                       | 165  | 63    | 259        | 171                        | 1602 | 69    | 1842       | 83                       | 155  | 49    | 287        | 60                         | 1362 | 83    | 1505       | 3893       |
| 09:00 AM             | 9                        | 43   | 7     | 59         | 61                         | 411  | 6     | 478        | 13                       | 29   | 22    | 64         | 15                         | 339  | 19    | 373        | 974        |
| 09:15 AM             | 7                        | 45   | 8     | 60         | 39                         | 383  | 17    | 439        | 16                       | 27   | 13    | 56         | 11                         | 343  | 30    | 384        | 939        |
| 09:30 AM             | 6                        | 28   | 10    | 44         | 36                         | 424  | 8     | 468        | 25                       | 25   | 17    | 67         | 10                         | 309  | 26    | 345        | 924        |
| 09:45 AM             | 4                        | 30   | 4     | 38         | 64                         | 385  | 9     | 458        | 23                       | 20   | 22    | 65         | 12                         | 287  | 23    | 322        | 883        |
| Total                | 26                       | 146  | 29    | 201        | 200                        | 1603 | 40    | 1843       | 77                       | 101  | 74    | 252        | 48                         | 1278 | 98    | 1424       | 3720       |
| Grand Total          | 97                       | 407  | 139   | 643        | 493                        | 4798 | 158   | 5449       | 271                      | 353  | 152   | 776        | 145                        | 3713 | 238   | 4096       | 10964      |
| Apprch %             | 15.1                     | 63.3 | 21.6  |            | 9                          | 88.1 | 2.9   |            | 34.9                     | 45.5 | 19.6  |            | 3.5                        | 90.6 | 5.8   |            |            |
| Total %              | 0.9                      | 3.7  | 1.3   | 5.9        | 4.5                        | 43.8 | 1.4   | 49.7       | 2.5                      | 3.2  | 1.4   | 7.1        | 1.3                        | 33.9 | 2.2   | 37.4       |            |
| Passenger Vehicles   | 97                       | 405  | 136   | 638        | 493                        | 4668 | 156   | 5317       | 264                      | 353  | 151   | 768        | 145                        | 3642 | 238   | 4025       | 10748      |
| % Passenger Vehicles | 100                      | 99.5 | 97.8  | 99.2       | 100                        | 97.3 | 98.7  | 97.6       | 97.4                     | 100  | 99.3  | 99         | 100                        | 98.1 | 100   | 98.3       | 98         |
| Dual Wheeled         | 0                        | 0    | 0     | 0          | 0                          | 86   | 1     | 87         | 6                        | 0    | 1     | 7          | 0                          | 44   | 0     | 44         | 138        |
| % Dual Wheeled       | 0                        | 0    | 0     | 0          | 0                          | 1.8  | 0.6   | 1.6        | 2.2                      | 0    | 0.7   | 0.9        | 0                          | 1.2  | 0     | 1.1        | 1.3        |
| Buses                | 0                        | 2    | 3     | 5          | 0                          | 44   | 1     | 45         | 1                        | 0    | 0     | 1          | 0                          | 27   | 0     | 27         | 78         |
| % Buses              | 0                        | 0.5  | 2.2   | 0.8        | 0                          | 0.9  | 0.6   | 0.8        | 0.4                      | 0    | 0     | 0.1        | 0                          | 0.7  | 0     | 0.7        | 0.7        |

|                                                            | Hughes Avenue Southbound |           |           |            | Venice Boulevard Westbound |            |           |            | Hughes Avenue Northbound |           |           |            | Venice 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 08:15 AM       |                          |           |           |            |                            |            |           |            |                          |           |           |            |                            |            |           |            |             |
| 08:15 AM                                                   | 7                        | 32        | 13        | 52         | 39                         | 387        | 19        | 445        | 19                       | 25        | 14        | 58         | 11                         | 343        | <b>30</b> | 384        | 939         |
| 08:30 AM                                                   | 7                        | 35        | <b>18</b> | 60         | 46                         | <b>437</b> | <b>20</b> | <b>503</b> | <b>21</b>                | <b>47</b> | 11        | <b>79</b>  | 15                         | <b>346</b> | 26        | <b>387</b> | <b>1029</b> |
| 08:45 AM                                                   | <b>9</b>                 | <b>64</b> | 16        | <b>89</b>  | 56                         | 380        | 8         | 444        | 15                       | 46        | 9         | 70         | <b>23</b>                  | 333        | 17        | 373        | 976         |
| 09:00 AM                                                   | 9                        | 43        | 7         | 59         | <b>61</b>                  | 411        | 6         | 478        | 13                       | 29        | <b>22</b> | 64         | 15                         | 339        | 19        | 373        | 974         |
| Total Volume                                               | 32                       | 174       | 54        | 260        | 202                        | 1615       | 53        | 1870       | 68                       | 147       | 56        | 271        | 64                         | 1361       | 92        | 1517       | 3918        |
| % App. Total                                               | 12.3                     | 66.9      | 20.8      |            | 10.8                       | 86.4       | 2.8       |            | 25.1                     | 54.2      | 20.7      |            | 4.2                        | 89.7       | 6.1       |            |             |
| PHF                                                        | .889                     | .680      | .750      | .730       | .828                       | .924       | .663      | .929       | .810                     | .782      | .636      | .858       | .696                       | .983       | .767      | .980       | .952        |

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:

|              | 08:30 AM |      |      |      | 07:45 AM |      |      |      | 08:00 AM |      |      |      | 08:15 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 7        | 35   | 18   | 60   | 41       | 441  | 21   | 503  | 28       | 37   | 15   | 80   | 11       | 343  | 30   | 384  |
| +15 mins.    | 9        | 64   | 16   | 89   | 30       | 398  | 22   | 450  | 19       | 25   | 14   | 58   | 15       | 346  | 26   | 387  |
| +30 mins.    | 9        | 43   | 7    | 59   | 39       | 387  | 19   | 445  | 21       | 47   | 11   | 79   | 23       | 333  | 17   | 373  |
| +45 mins.    | 7        | 45   | 8    | 60   | 46       | 437  | 20   | 503  | 15       | 46   | 9    | 70   | 15       | 339  | 19   | 373  |
| Total Volume | 32       | 187  | 49   | 268  | 156      | 1663 | 82   | 1901 | 83       | 155  | 49   | 287  | 64       | 1361 | 92   | 1517 |
| % App. Total | 11.9     | 69.8 | 18.3 |      | 8.2      | 87.5 | 4.3  |      | 28.9     | 54   | 17.1 |      | 4.2      | 89.7 | 6.1  |      |
| PHF          | .889     | .730 | .681 | .753 | .848     | .943 | .932 | .945 | .741     | .824 | .817 | .897 | .696     | .983 | .767 | .980 |

City of Los Angeles  
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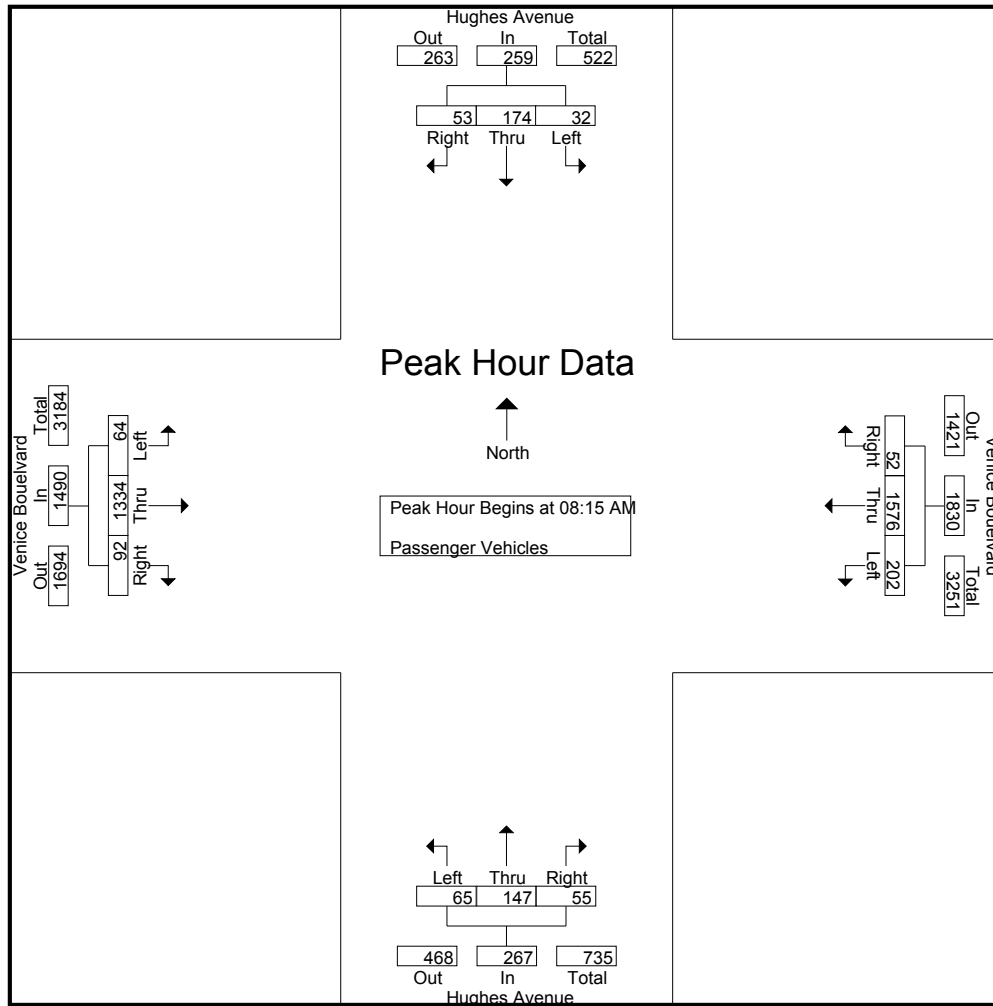
Groups Printed- Passenger Vehicles

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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    | 8                        | 10   | 10    | 28         | 27                         | 345  | 9     | 381        | 17                       | 17   | 5     | 39         | 9                          | 193  | 6     | 208        | 656        |
| 07:15 AM    | 6                        | 19   | 12    | 37         | 21                         | 384  | 6     | 411        | 36                       | 24   | 5     | 65         | 10                         | 288  | 22    | 320        | 833        |
| 07:30 AM    | 14                       | 31   | 13    | 58         | 33                         | 396  | 13    | 442        | 26                       | 33   | 12    | 71         | 7                          | 281  | 9     | 297        | 868        |
| 07:45 AM    | 12                       | 34   | 11    | 57         | 41                         | 427  | 21    | 489        | 31                       | 23   | 7     | 61         | 11                         | 295  | 20    | 326        | 933        |
| Total       | 40                       | 94   | 46    | 180        | 122                        | 1552 | 49    | 1723       | 110                      | 97   | 29    | 236        | 37                         | 1057 | 57    | 1151       | 3290       |
| 08:00 AM    | 8                        | 34   | 15    | 57         | 30                         | 385  | 22    | 437        | 28                       | 37   | 15    | 80         | 11                         | 332  | 10    | 353        | 927        |
| 08:15 AM    | 7                        | 32   | 13    | 52         | 39                         | 377  | 19    | 435        | 19                       | 25   | 14    | 58         | 11                         | 336  | 30    | 377        | 922        |
| 08:30 AM    | 7                        | 35   | 18    | 60         | 46                         | 425  | 20    | 491        | 18                       | 47   | 11    | 76         | 15                         | 341  | 26    | 382        | 1009       |
| 08:45 AM    | 9                        | 64   | 16    | 89         | 56                         | 370  | 7     | 433        | 15                       | 46   | 9     | 70         | 23                         | 325  | 17    | 365        | 957        |
| Total       | 31                       | 165  | 62    | 258        | 171                        | 1557 | 68    | 1796       | 80                       | 155  | 49    | 284        | 60                         | 1334 | 83    | 1477       | 3815       |
| 09:00 AM    | 9                        | 43   | 6     | 58         | 61                         | 404  | 6     | 471        | 13                       | 29   | 21    | 63         | 15                         | 332  | 19    | 366        | 958        |
| 09:15 AM    | 7                        | 45   | 8     | 60         | 39                         | 367  | 17    | 423        | 15                       | 27   | 13    | 55         | 11                         | 339  | 30    | 380        | 918        |
| 09:30 AM    | 6                        | 28   | 10    | 44         | 36                         | 413  | 7     | 456        | 25                       | 25   | 17    | 67         | 10                         | 303  | 26    | 339        | 906        |
| 09:45 AM    | 4                        | 30   | 4     | 38         | 64                         | 375  | 9     | 448        | 21                       | 20   | 22    | 63         | 12                         | 277  | 23    | 312        | 861        |
| Total       | 26                       | 146  | 28    | 200        | 200                        | 1559 | 39    | 1798       | 74                       | 101  | 73    | 248        | 48                         | 1251 | 98    | 1397       | 3643       |
| Grand Total | 97                       | 405  | 136   | 638        | 493                        | 4668 | 156   | 5317       | 264                      | 353  | 151   | 768        | 145                        | 3642 | 238   | 4025       | 10748      |
| Apprch %    | 15.2                     | 63.5 | 21.3  |            | 9.3                        | 87.8 | 2.9   |            | 34.4                     | 46   | 19.7  |            | 3.6                        | 90.5 | 5.9   |            |            |
| Total %     | 0.9                      | 3.8  | 1.3   | 5.9        | 4.6                        | 43.4 | 1.5   | 49.5       | 2.5                      | 3.3  | 1.4   | 7.1        | 1.3                        | 33.9 | 2.2   | 37.4       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 08:15 AM to 09:00 AM - Peak 1 of 1 |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| 08:15 AM                                                   | 7                        | 32   | 13    | 52         | 39                         | 377  | 19    | 435        | 19                       | 25   | 14    | 58         | 11                         | 336  | 30    | 377        | 922        |
| 08:30 AM                                                   | 7                        | 35   | 18    | 60         | 46                         | 425  | 20    | 491        | 18                       | 47   | 11    | 76         | 15                         | 341  | 26    | 382        | 1009       |
| 08:45 AM                                                   | 9                        | 64   | 16    | 89         | 56                         | 370  | 7     | 433        | 15                       | 46   | 9     | 70         | 23                         | 325  | 17    | 365        | 957        |
| 09:00 AM                                                   | 9                        | 43   | 6     | 58         | 61                         | 404  | 6     | 471        | 13                       | 29   | 21    | 63         | 15                         | 332  | 19    | 366        | 958        |
| Total Volume                                               | 32                       | 174  | 53    | 259        | 202                        | 1576 | 52    | 1830       | 65                       | 147  | 55    | 267        | 64                         | 1334 | 92    | 1490       | 3846       |
| % App. Total                                               | 12.4                     | 67.2 | 20.5  |            | 11                         | 86.1 | 2.8   |            | 24.3                     | 55.1 | 20.6  |            | 4.3                        | 89.5 | 6.2   |            |            |
| PHF                                                        | .889                     | .680 | .736  | .728       | .828                       | .927 | .650  | .932       | .855                     | .782 | .655  | .878       | .696                       | .978 | .767  | .975       | .953       |

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.     | 7        | 32   | 13   | 52   | 39       | 377  | 19   | 435  | 19       | 25   | 14   | 58   | 11       | 336  | 30   | 377  |
| +15 mins.    | 7        | 35   | 18   | 60   | 46       | 425  | 20   | 491  | 18       | 47   | 11   | 76   | 15       | 341  | 26   | 382  |
| +30 mins.    | 9        | 64   | 16   | 89   | 56       | 370  | 7    | 433  | 15       | 46   | 9    | 70   | 23       | 325  | 17   | 365  |
| +45 mins.    | 9        | 43   | 6    | 58   | 61       | 404  | 6    | 471  | 13       | 29   | 21   | 63   | 15       | 332  | 19   | 366  |
| Total Volume | 32       | 174  | 53   | 259  | 202      | 1576 | 52   | 1830 | 65       | 147  | 55   | 267  | 64       | 1334 | 92   | 1490 |
| % App. Total | 12.4     | 67.2 | 20.5 |      | 11       | 86.1 | 2.8  |      | 24.3     | 55.1 | 20.6 |      | 4.3      | 89.5 | 6.2  |      |
| PHF          | .889     | .680 | .736 | .728 | .828     | .927 | .650 | .932 | .855     | .782 | .655 | .878 | .696     | .978 | .767 | .975 |

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
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File Name : LACHUVEAM  
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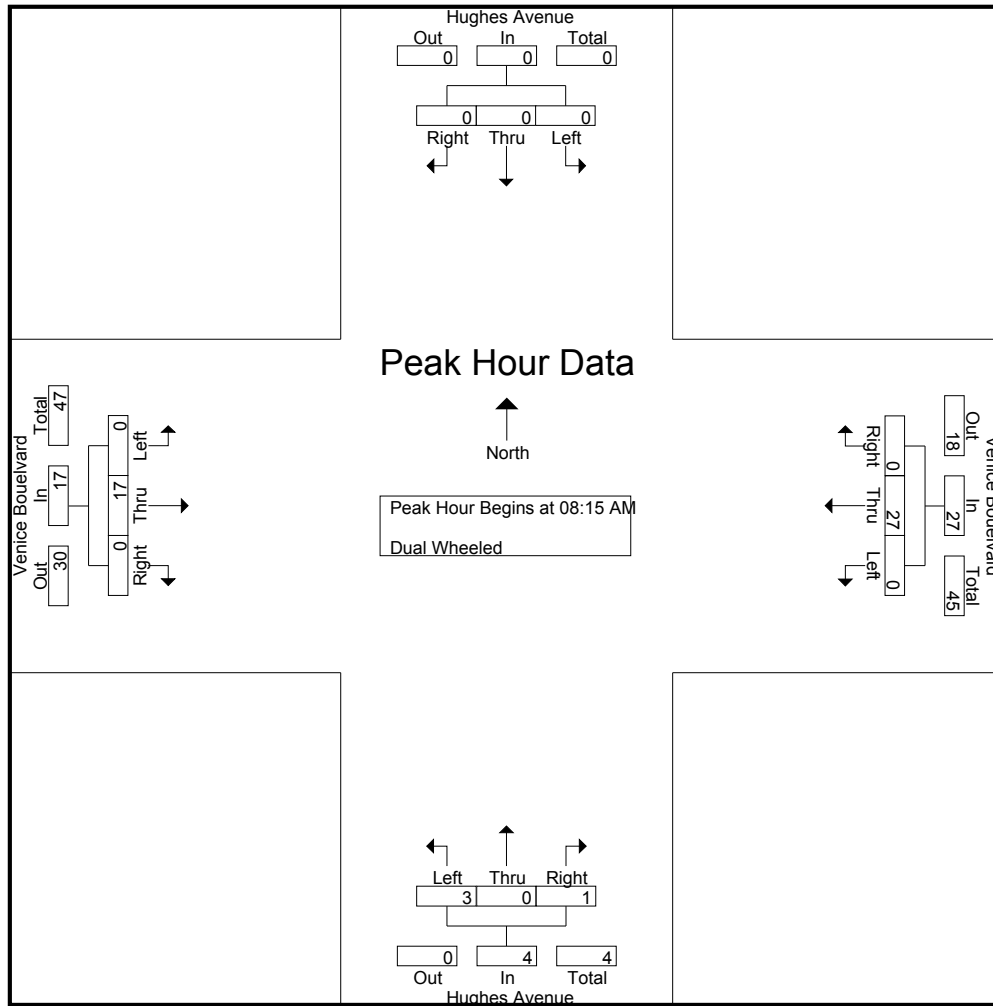
Groups Printed- Dual Wheeled

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 6    | 0     | 6          | 8          |
| 07:15 AM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 2          |
| 07:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 9    | 0     | 9          | 0                        | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 9          |
| 07:45 AM    | 0                        | 0    | 0     | 0          | 0                          | 9    | 0     | 9          | 1                        | 0    | 0     | 1          | 0                          | 4    | 0     | 4          | 14         |
| Total       | 0                        | 0    | 0     | 0          | 0                          | 22   | 0     | 22         | 1                        | 0    | 0     | 1          | 0                          | 10   | 0     | 10         | 33         |
| 08:00 AM    | 0                        | 0    | 0     | 0          | 0                          | 8    | 0     | 8          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 11         |
| 08:15 AM    | 0                        | 0    | 0     | 0          | 0                          | 8    | 0     | 8          | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 13         |
| 08:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 8    | 0     | 8          | 3                        | 0    | 0     | 3          | 0                          | 3    | 0     | 3          | 14         |
| 08:45 AM    | 0                        | 0    | 0     | 0          | 0                          | 6    | 0     | 6          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 10         |
| Total       | 0                        | 0    | 0     | 0          | 0                          | 30   | 0     | 30         | 3                        | 0    | 0     | 3          | 0                          | 15   | 0     | 15         | 48         |
| 09:00 AM    | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 11         |
| 09:15 AM    | 0                        | 0    | 0     | 0          | 0                          | 11   | 0     | 11         | 1                        | 0    | 0     | 1          | 0                          | 1    | 0     | 1          | 13         |
| 09:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 9    | 1     | 10         | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 15         |
| 09:45 AM    | 0                        | 0    | 0     | 0          | 0                          | 9    | 0     | 9          | 1                        | 0    | 0     | 1          | 0                          | 8    | 0     | 8          | 18         |
| Total       | 0                        | 0    | 0     | 0          | 0                          | 34   | 1     | 35         | 2                        | 0    | 1     | 3          | 0                          | 19   | 0     | 19         | 57         |
| Grand Total | 0                        | 0    | 0     | 0          | 0                          | 86   | 1     | 87         | 6                        | 0    | 1     | 7          | 0                          | 44   | 0     | 44         | 138        |
| Apprch %    | 0                        | 0    | 0     |            | 0                          | 98.9 | 1.1   |            | 85.7                     | 0    | 14.3  |            | 0                          | 100  | 0     |            |            |
| Total %     | 0                        | 0    | 0     |            | 0                          | 62.3 | 0.7   | 63         | 4.3                      | 0    | 0.7   | 5.1        | 0                          | 31.9 | 0     | 31.9       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 08:15 AM to 09:00 AM - Peak 1 of 1 |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| 08:15 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 8    | 0     | 8          | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 13         |
| 08:30 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 8    | 0     | 8          | 3                        | 0    | 0     | 3          | 0                          | 3    | 0     | 3          | 14         |
| 08:45 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 6    | 0     | 6          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 10         |
| 09:00 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 11         |
| Total Volume                                               | 0                        | 0    | 0     | 0          | 0                          | 27   | 0     | 27         | 3                        | 0    | 1     | 4          | 0                          | 17   | 0     | 17         | 48         |
| % App. Total                                               | 0                        | 0    | 0     |            | 0                          | 100  | 0     |            | 75                       | 0    | 25    |            | 0                          | 100  | 0     |            |            |
| PHF                                                        | .000                     | .000 | .000  | .000       | .000                       | .844 | .000  | .844       | .250                     | .000 | .250  | .333       | .000                       | .850 | .000  | .850       | .857       |

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        | 0    | 0    | 0    | 0        | 8    | 0    | 8    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 8    | 0    | 8    | 3        | 0    | 0    | 3    | 0        | 3    | 0    | 3    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 5    | 0    | 5    | 0        | 0    | 1    | 1    | 0        | 5    | 0    | 5    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 27   | 0    | 27   | 3        | 0    | 1    | 4    | 0        | 17   | 0    | 17   |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    |      | 75       | 0    | 25   |      | 0        | 100  | 0    |      |
| PHF          | .000     | .000 | .000 | .000 | .000     | .844 | .000 | .844 | .250     | .000 | .250 | .333 | .000     | .850 | .000 | .850 |

City of Los Angeles  
N/S: Hughes Avenue  
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File Name : LACHUVEAM  
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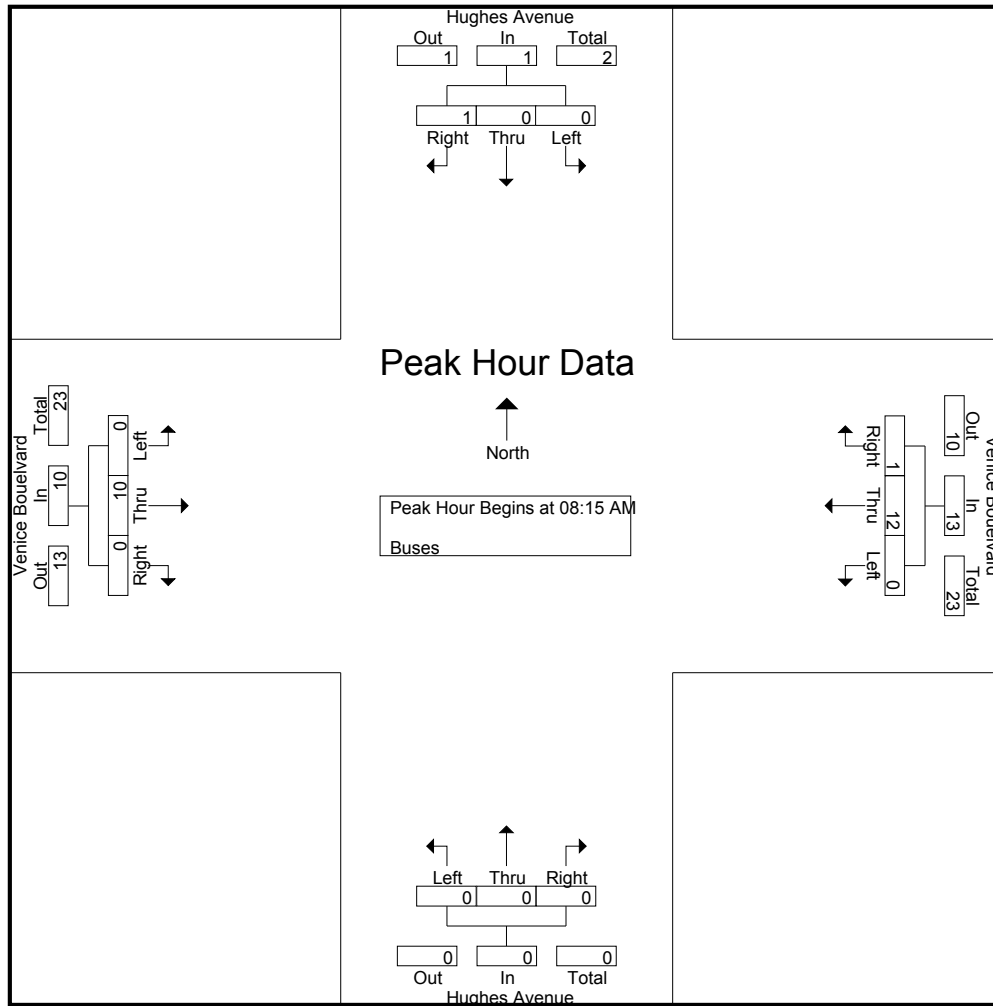
Groups Printed- Buses

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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                          | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 7          |
| 07:15 AM    | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 7          |
| 07:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 7          |
| 07:45 AM    | 0                        | 2    | 0     | 2          | 0                          | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 7          |
| Total       | 0                        | 2    | 1     | 3          | 0                          | 19   | 0     | 19         | 0                        | 0    | 0     | 0          | 0                          | 6    | 0     | 6          | 28         |
| 08:00 AM    | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 11         |
| 08:15 AM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 4          |
| 08:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 6          |
| 08:45 AM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 1     | 5          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 9          |
| Total       | 0                        | 0    | 1     | 1          | 0                          | 15   | 1     | 16         | 0                        | 0    | 0     | 0          | 0                          | 13   | 0     | 13         | 30         |
| 09:00 AM    | 0                        | 0    | 1     | 1          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 5          |
| 09:15 AM    | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 8          |
| 09:30 AM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 3          |
| 09:45 AM    | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 1                        | 0    | 0     | 1          | 0                          | 2    | 0     | 2          | 4          |
| Total       | 0                        | 0    | 1     | 1          | 0                          | 10   | 0     | 10         | 1                        | 0    | 0     | 1          | 0                          | 8    | 0     | 8          | 20         |
| Grand Total | 0                        | 2    | 3     | 5          | 0                          | 44   | 1     | 45         | 1                        | 0    | 0     | 1          | 0                          | 27   | 0     | 27         | 78         |
| Apprch %    | 0                        | 40   | 60    |            | 0                          | 97.8 | 2.2   |            | 100                      | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| Total %     | 0                        | 2.6  | 3.8   | 6.4        | 0                          | 56.4 | 1.3   | 57.7       | 1.3                      | 0    | 0     | 1.3        | 0                          | 34.6 | 0     | 34.6       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 08:15 AM to 09:00 AM - Peak 1 of 1 |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| 08:15 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 4          |
| 08:30 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 6          |
| 08:45 AM                                                   | 0                        | 0    | 0     | 0          | 0                          | 4    | 1     | 5          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 9          |
| 09:00 AM                                                   | 0                        | 0    | 1     | 1          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 5          |
| Total Volume                                               | 0                        | 0    | 1     | 1          | 0                          | 12   | 1     | 13         | 0                        | 0    | 0     | 0          | 0                          | 10   | 0     | 10         | 24         |
| % App. Total                                               | 0                        | 0    | 100   |            | 0                          | 92.3 | 7.7   |            | 0                        | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| PHF                                                        | .000                     | .000 | .250  | .250       | .000                       | .750 | .250  | .650       | .000                     | .000 | .000  | .000       | .000                       | .625 | .000  | .625       | .667       |

City of Los Angeles  
N/S: Hughes Avenue  
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Weather: Clear

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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        | 0    | 0        | 0        | 0        | 2        | 0        | 2        | 0        | 0    | 0    | 0    | 0        | 2        | 0    | 2        |
| +15 mins.    | 0        | 0    | 0        | 0        | 0        | <b>4</b> | 0        | 4        | 0        | 0    | 0    | 0    | 0        | 2        | 0    | 2        |
| +30 mins.    | 0        | 0    | 0        | 0        | 0        | 4        | <b>1</b> | <b>5</b> | 0        | 0    | 0    | 0    | 0        | <b>4</b> | 0    | <b>4</b> |
| +45 mins.    | 0        | 0    | <b>1</b> | <b>1</b> | 0        | 2        | 0        | 2        | 0        | 0    | 0    | 0    | 0        | 2        | 0    | 2        |
| Total Volume | 0        | 0    | 1        | 1        | 0        | 12       | 1        | 13       | 0        | 0    | 0    | 0    | 0        | 10       | 0    | 10       |
| % App. Total | 0        | 0    | 100      |          | 0        | 92.3     | 7.7      |          | 0        | 0    | 0    |      | 0        | 100      | 0    |          |
| PHF          | .000     | .000 | .250     | .250     | .000     | .750     | .250     | .650     | .000     | .000 | .000 | .000 | .000     | .625     | .000 | .625     |

City of Los Angeles  
N/S: Hughes Avenue  
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Weather: Clear

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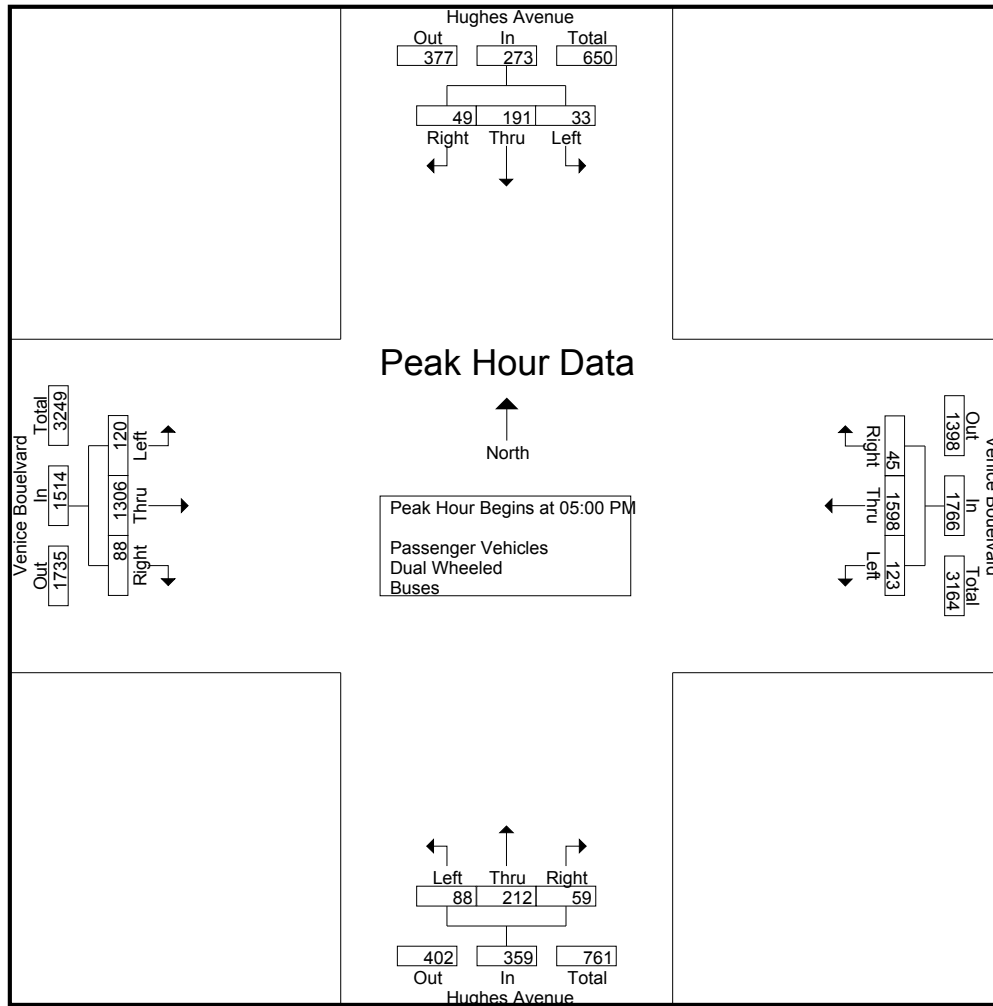
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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             | 3                        | 25   | 9     | 37         | 31                         | 366  | 10    | 407        | 19                       | 16   | 26    | 61         | 15                         | 341  | 30    | 386        | 891        |
| 03:15 PM             | 6                        | 35   | 6     | 47         | 31                         | 315  | 2     | 348        | 15                       | 39   | 11    | 65         | 21                         | 352  | 32    | 405        | 865        |
| 03:30 PM             | 6                        | 28   | 9     | 43         | 28                         | 338  | 11    | 377        | 31                       | 21   | 17    | 69         | 9                          | 361  | 19    | 389        | 878        |
| 03:45 PM             | 9                        | 30   | 7     | 46         | 28                         | 316  | 7     | 351        | 20                       | 16   | 11    | 47         | 13                         | 336  | 25    | 374        | 818        |
| Total                | 24                       | 118  | 31    | 173        | 118                        | 1335 | 30    | 1483       | 85                       | 92   | 65    | 242        | 58                         | 1390 | 106   | 1554       | 3452       |
| 04:00 PM             | 12                       | 37   | 9     | 58         | 30                         | 333  | 5     | 368        | 18                       | 35   | 18    | 71         | 16                         | 363  | 23    | 402        | 899        |
| 04:15 PM             | 8                        | 37   | 10    | 55         | 32                         | 338  | 10    | 380        | 14                       | 34   | 19    | 67         | 17                         | 336  | 16    | 369        | 871        |
| 04:30 PM             | 8                        | 42   | 11    | 61         | 30                         | 352  | 11    | 393        | 25                       | 38   | 18    | 81         | 14                         | 324  | 24    | 362        | 897        |
| 04:45 PM             | 6                        | 32   | 9     | 47         | 32                         | 404  | 6     | 442        | 13                       | 27   | 7     | 47         | 27                         | 403  | 28    | 458        | 994        |
| Total                | 34                       | 148  | 39    | 221        | 124                        | 1427 | 32    | 1583       | 70                       | 134  | 62    | 266        | 74                         | 1426 | 91    | 1591       | 3661       |
| 05:00 PM             | 8                        | 51   | 17    | 76         | 24                         | 368  | 14    | 406        | 19                       | 47   | 15    | 81         | 22                         | 335  | 31    | 388        | 951        |
| 05:15 PM             | 9                        | 47   | 13    | 69         | 29                         | 386  | 9     | 424        | 29                       | 60   | 15    | 104        | 37                         | 295  | 18    | 350        | 947        |
| 05:30 PM             | 5                        | 51   | 8     | 64         | 33                         | 413  | 11    | 457        | 18                       | 56   | 13    | 87         | 39                         | 319  | 25    | 383        | 991        |
| 05:45 PM             | 11                       | 42   | 11    | 64         | 37                         | 431  | 11    | 479        | 22                       | 49   | 16    | 87         | 22                         | 357  | 14    | 393        | 1023       |
| Total                | 33                       | 191  | 49    | 273        | 123                        | 1598 | 45    | 1766       | 88                       | 212  | 59    | 359        | 120                        | 1306 | 88    | 1514       | 3912       |
| Grand Total          | 91                       | 457  | 119   | 667        | 365                        | 4360 | 107   | 4832       | 243                      | 438  | 186   | 867        | 252                        | 4122 | 285   | 4659       | 11025      |
| Apprch %             | 13.6                     | 68.5 | 17.8  |            | 7.6                        | 90.2 | 2.2   |            | 28                       | 50.5 | 21.5  |            | 5.4                        | 88.5 | 6.1   |            |            |
| Total %              | 0.8                      | 4.1  | 1.1   | 6          | 3.3                        | 39.5 | 1     | 43.8       | 2.2                      | 4    | 1.7   | 7.9        | 2.3                        | 37.4 | 2.6   | 42.3       |            |
| Passenger Vehicles   | 91                       | 453  | 119   | 663        | 361                        | 4288 | 105   | 4754       | 240                      | 438  | 183   | 861        | 251                        | 3997 | 282   | 4530       | 10808      |
| % Passenger Vehicles | 100                      | 99.1 | 100   | 99.4       | 98.9                       | 98.3 | 98.1  | 98.4       | 98.8                     | 100  | 98.4  | 99.3       | 99.6                       | 97   | 98.9  | 97.2       | 98         |
| Dual Wheeled         | 0                        | 3    | 0     | 3          | 4                          | 50   | 1     | 55         | 3                        | 0    | 3     | 6          | 1                          | 86   | 3     | 90         | 154        |
| % Dual Wheeled       | 0                        | 0.7  | 0     | 0.4        | 1.1                        | 1.1  | 0.9   | 1.1        | 1.2                      | 0    | 1.6   | 0.7        | 0.4                        | 2.1  | 1.1   | 1.9        | 1.4        |
| Buses                | 0                        | 1    | 0     | 1          | 0                          | 22   | 1     | 23         | 0                        | 0    | 0     | 0          | 0                          | 39   | 0     | 39         | 63         |
| % Buses              | 0                        | 0.2  | 0     | 0.1        | 0                          | 0.5  | 0.9   | 0.5        | 0                        | 0    | 0     | 0          | 0                          | 0.9  | 0     | 0.8        | 0.6        |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 05:00 PM       |                          |      |       |            |                            |      |       |            |                          |      |       |            |                            |      |       |            |            |
| 05:00 PM                                                   | 8                        | 51   | 17    | 76         | 24                         | 368  | 14    | 406        | 19                       | 47   | 15    | 81         | 22                         | 335  | 31    | 388        | 951        |
| 05:15 PM                                                   | 9                        | 47   | 13    | 69         | 29                         | 386  | 9     | 424        | 29                       | 60   | 15    | 104        | 37                         | 295  | 18    | 350        | 947        |
| 05:30 PM                                                   | 5                        | 51   | 8     | 64         | 33                         | 413  | 11    | 457        | 18                       | 56   | 13    | 87         | 39                         | 319  | 25    | 383        | 991        |
| 05:45 PM                                                   | 11                       | 42   | 11    | 64         | 37                         | 431  | 11    | 479        | 22                       | 49   | 16    | 87         | 22                         | 357  | 14    | 393        | 1023       |
| Total Volume                                               | 33                       | 191  | 49    | 273        | 123                        | 1598 | 45    | 1766       | 88                       | 212  | 59    | 359        | 120                        | 1306 | 88    | 1514       | 3912       |
| % App. Total                                               | 12.1                     | 70   | 17.9  |            | 7                          | 90.5 | 2.5   |            | 24.5                     | 59.1 | 16.4  |            | 7.9                        | 86.3 | 5.8   |            |            |
| PHF                                                        | .750                     | .936 | .721  | .898       | .831                       | .927 | .804  | .922       | .759                     | .883 | .922  | .863       | .769                       | .915 | .710  | .963       | .956       |

City of Los Angeles  
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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 |      |      |      | 05:00 PM |      |      |      | 05:00 PM |      |      |      | 04:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 8        | 51   | 17   | 76   | 24       | 368  | 14   | 406  | 19       | 47   | 15   | 81   | 16       | 363  | 23   | 402  |
| +15 mins.    | 9        | 47   | 13   | 69   | 29       | 386  | 9    | 424  | 29       | 60   | 15   | 104  | 17       | 336  | 16   | 369  |
| +30 mins.    | 5        | 51   | 8    | 64   | 33       | 413  | 11   | 457  | 18       | 56   | 13   | 87   | 14       | 324  | 24   | 362  |
| +45 mins.    | 11       | 42   | 11   | 64   | 37       | 431  | 11   | 479  | 22       | 49   | 16   | 87   | 27       | 403  | 28   | 458  |
| Total Volume | 33       | 191  | 49   | 273  | 123      | 1598 | 45   | 1766 | 88       | 212  | 59   | 359  | 74       | 1426 | 91   | 1591 |
| % App. Total | 12.1     | 70   | 17.9 |      | 7        | 90.5 | 2.5  |      | 24.5     | 59.1 | 16.4 |      | 4.7      | 89.6 | 5.7  |      |
| PHF          | .750     | .936 | .721 | .898 | .831     | .927 | .804 | .922 | .759     | .883 | .922 | .863 | .685     | .885 | .813 | .868 |

City of Los Angeles  
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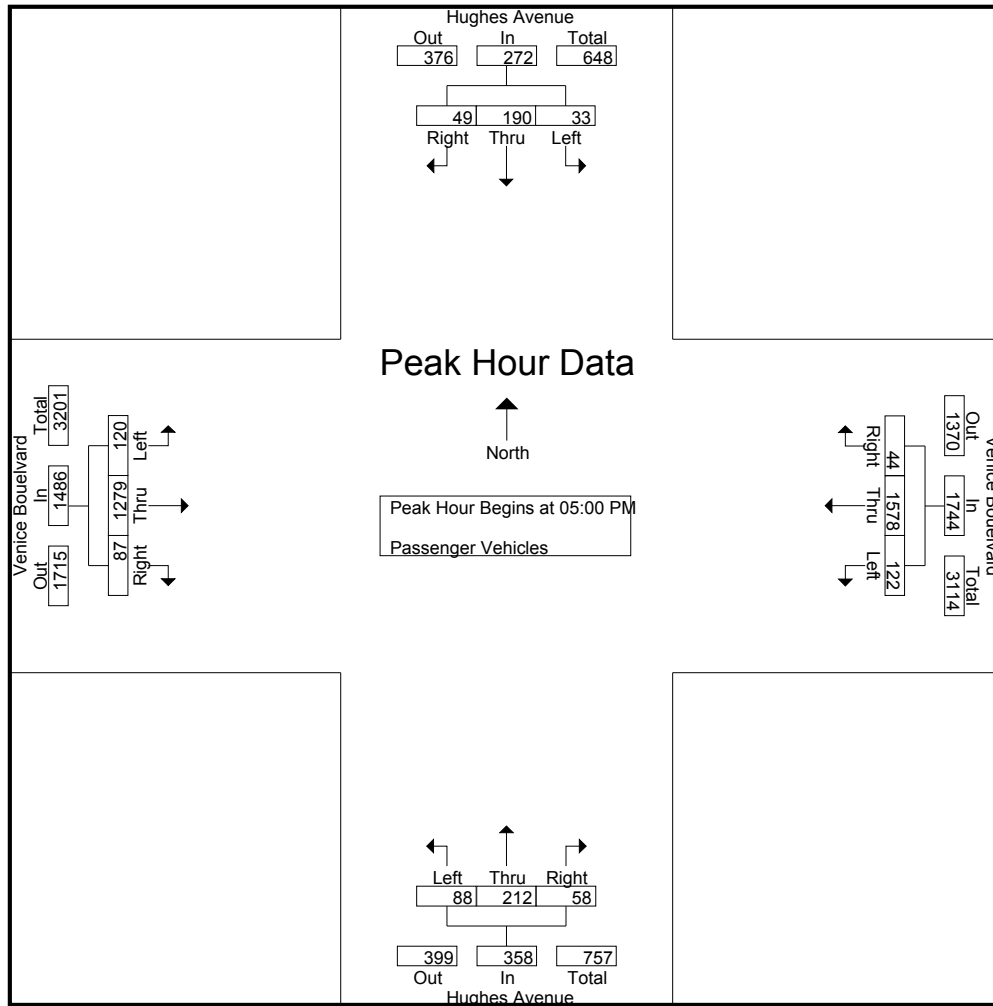
Groups Printed- Passenger Vehicles

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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    | 3                        | 25   | 9     | 37         | 31                         | 358  | 9     | 398        | 18                       | 16   | 26    | 60         | 15                         | 324  | 30    | 369        | 864        |
| 03:15 PM    | 6                        | 34   | 6     | 46         | 30                         | 310  | 2     | 342        | 15                       | 39   | 11    | 65         | 21                         | 333  | 31    | 385        | 838        |
| 03:30 PM    | 6                        | 28   | 9     | 43         | 28                         | 328  | 11    | 367        | 31                       | 21   | 17    | 69         | 9                          | 347  | 18    | 374        | 853        |
| 03:45 PM    | 9                        | 30   | 7     | 46         | 28                         | 310  | 7     | 345        | 19                       | 16   | 11    | 46         | 12                         | 327  | 25    | 364        | 801        |
| Total       | 24                       | 117  | 31    | 172        | 117                        | 1306 | 29    | 1452       | 83                       | 92   | 65    | 240        | 57                         | 1331 | 104   | 1492       | 3356       |
| 04:00 PM    | 12                       | 35   | 9     | 56         | 28                         | 325  | 5     | 358        | 18                       | 35   | 17    | 70         | 16                         | 352  | 23    | 391        | 875        |
| 04:15 PM    | 8                        | 37   | 10    | 55         | 32                         | 333  | 10    | 375        | 14                       | 34   | 18    | 66         | 17                         | 325  | 16    | 358        | 854        |
| 04:30 PM    | 8                        | 42   | 11    | 61         | 30                         | 345  | 11    | 386        | 24                       | 38   | 18    | 80         | 14                         | 316  | 24    | 354        | 881        |
| 04:45 PM    | 6                        | 32   | 9     | 47         | 32                         | 401  | 6     | 439        | 13                       | 27   | 7     | 47         | 27                         | 394  | 28    | 449        | 982        |
| Total       | 34                       | 146  | 39    | 219        | 122                        | 1404 | 32    | 1558       | 69                       | 134  | 60    | 263        | 74                         | 1387 | 91    | 1552       | 3592       |
| 05:00 PM    | 8                        | 50   | 17    | 75         | 23                         | 361  | 14    | 398        | 19                       | 47   | 15    | 81         | 22                         | 328  | 30    | 380        | 934        |
| 05:15 PM    | 9                        | 47   | 13    | 69         | 29                         | 381  | 9     | 419        | 29                       | 60   | 15    | 104        | 37                         | 289  | 18    | 344        | 936        |
| 05:30 PM    | 5                        | 51   | 8     | 64         | 33                         | 411  | 10    | 454        | 18                       | 56   | 13    | 87         | 39                         | 313  | 25    | 377        | 982        |
| 05:45 PM    | 11                       | 42   | 11    | 64         | 37                         | 425  | 11    | 473        | 22                       | 49   | 15    | 86         | 22                         | 349  | 14    | 385        | 1008       |
| Total       | 33                       | 190  | 49    | 272        | 122                        | 1578 | 44    | 1744       | 88                       | 212  | 58    | 358        | 120                        | 1279 | 87    | 1486       | 3860       |
| Grand Total | 91                       | 453  | 119   | 663        | 361                        | 4288 | 105   | 4754       | 240                      | 438  | 183   | 861        | 251                        | 3997 | 282   | 4530       | 10808      |
| Apprch %    | 13.7                     | 68.3 | 17.9  |            | 7.6                        | 90.2 | 2.2   |            | 27.9                     | 50.9 | 21.3  |            | 5.5                        | 88.2 | 6.2   |            |            |
| Total %     | 0.8                      | 4.2  | 1.1   | 6.1        | 3.3                        | 39.7 | 1     | 44         | 2.2                      | 4.1  | 1.7   | 8          | 2.3                        | 37   | 2.6   | 41.9       |            |

|                                                            | Hughes Avenue Southbound |           |           |            | Venice Boulevard Westbound |            |           |            | Hughes Avenue Northbound |           |           |            | Venice 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 05:00 PM to 05:45 PM - Peak 1 of 1 |                          |           |           |            |                            |            |           |            |                          |           |           |            |                            |            |           |            |             |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                          |           |           |            |                            |            |           |            |                          |           |           |            |                            |            |           |            |             |
| 05:00 PM                                                   | 8                        | 50        | <b>17</b> | <b>75</b>  | 23                         | 361        | <b>14</b> | 398        | 19                       | 47        | <b>15</b> | 81         | 22                         | 328        | <b>30</b> | 380        | 934         |
| 05:15 PM                                                   | 9                        | 47        | 13        | 69         | 29                         | 381        | 9         | 419        | <b>29</b>                | <b>60</b> | 15        | <b>104</b> | 37                         | 289        | 18        | 344        | 936         |
| 05:30 PM                                                   | 5                        | <b>51</b> | 8         | 64         | 33                         | 411        | 10        | 454        | 18                       | 56        | 13        | 87         | <b>39</b>                  | 313        | 25        | 377        | 982         |
| 05:45 PM                                                   | <b>11</b>                | 42        | 11        | 64         | <b>37</b>                  | <b>425</b> | 11        | <b>473</b> | 22                       | 49        | 15        | 86         | 22                         | <b>349</b> | 14        | <b>385</b> | <b>1008</b> |
| Total Volume                                               | 33                       | 190       | 49        | 272        | 122                        | 1578       | 44        | 1744       | 88                       | 212       | 58        | 358        | 120                        | 1279       | 87        | 1486       | 3860        |
| % App. Total                                               | 12.1                     | 69.9      | 18        |            | 7                          | 90.5       | 2.5       |            | 24.6                     | 59.2      | 16.2      |            | 8.1                        | 86.1       | 5.9       |            |             |
| PHF                                                        | .750                     | .931      | .721      | .907       | .824                       | .928       | .786      | .922       | .759                     | .883      | .967      | .861       | .769                       | .916       | .725      | .965       | .957        |

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 |      |      |      | 05:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 8        | 50   | 17   | 75   | 23       | 361  | 14   | 398  | 19       | 47   | 15   | 81   | 22       | 328  | 30   | 380  |
| +15 mins.    | 9        | 47   | 13   | 69   | 29       | 381  | 9    | 419  | 29       | 60   | 15   | 104  | 37       | 289  | 18   | 344  |
| +30 mins.    | 5        | 51   | 8    | 64   | 33       | 411  | 10   | 454  | 18       | 56   | 13   | 87   | 39       | 313  | 25   | 377  |
| +45 mins.    | 11       | 42   | 11   | 64   | 37       | 425  | 11   | 473  | 22       | 49   | 15   | 86   | 22       | 349  | 14   | 385  |
| Total Volume | 33       | 190  | 49   | 272  | 122      | 1578 | 44   | 1744 | 88       | 212  | 58   | 358  | 120      | 1279 | 87   | 1486 |
| % App. Total | 12.1     | 69.9 | 18   |      | 7        | 90.5 | 2.5  |      | 24.6     | 59.2 | 16.2 |      | 8.1      | 86.1 | 5.9  |      |
| PHF          | .750     | .931 | .721 | .907 | .824     | .928 | .786 | .922 | .759     | .883 | .967 | .861 | .769     | .916 | .725 | .965 |

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
Weather: Clear

File Name : LACHUVEPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

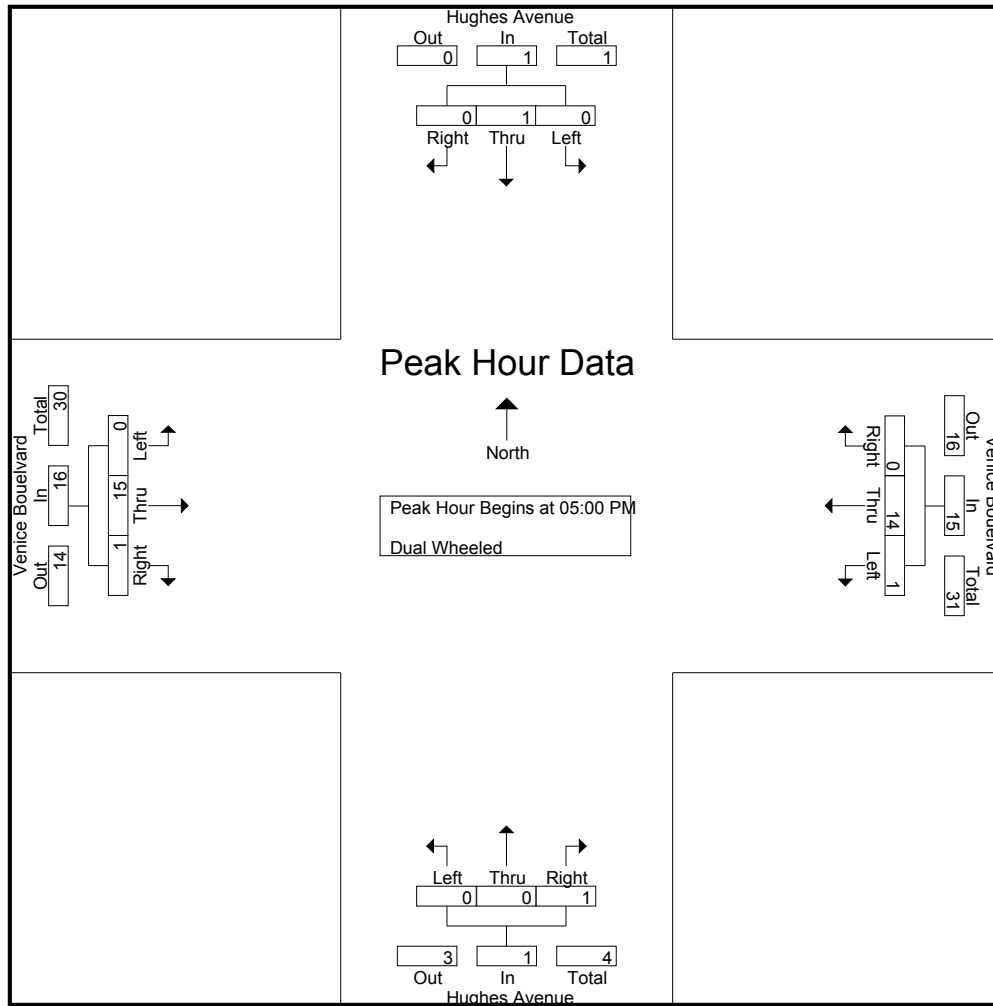
Groups Printed- Dual Wheeled

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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                          | 6    | 1     | 7          | 1                        | 0    | 0     | 1          | 0                          | 14   | 0     | 14         | 22         |
| 03:15 PM    | 0                        | 0    | 0     | 0          | 1                          | 3    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 14   | 1     | 15         | 19         |
| 03:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 0                          | 11   | 1     | 12         | 19         |
| 03:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 1                        | 0    | 0     | 1          | 1                          | 6    | 0     | 7          | 12         |
| Total       | 0                        | 0    | 0     | 0          | 1                          | 20   | 1     | 22         | 2                        | 0    | 0     | 2          | 1                          | 45   | 2     | 48         | 72         |
| 04:00 PM    | 0                        | 2    | 0     | 2          | 2                          | 6    | 0     | 8          | 0                        | 0    | 1     | 1          | 0                          | 8    | 0     | 8          | 19         |
| 04:15 PM    | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 0                        | 0    | 1     | 1          | 0                          | 7    | 0     | 7          | 11         |
| 04:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 1                        | 0    | 0     | 1          | 0                          | 7    | 0     | 7          | 13         |
| 04:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 6          |
| Total       | 0                        | 2    | 0     | 2          | 2                          | 16   | 0     | 18         | 1                        | 0    | 2     | 3          | 0                          | 26   | 0     | 26         | 49         |
| 05:00 PM    | 0                        | 1    | 0     | 1          | 1                          | 5    | 0     | 6          | 0                        | 0    | 0     | 0          | 0                          | 5    | 1     | 6          | 13         |
| 05:15 PM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 6          |
| 05:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 4          |
| 05:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 10         |
| Total       | 0                        | 1    | 0     | 1          | 1                          | 14   | 0     | 15         | 0                        | 0    | 1     | 1          | 0                          | 15   | 1     | 16         | 33         |
| Grand Total | 0                        | 3    | 0     | 3          | 4                          | 50   | 1     | 55         | 3                        | 0    | 3     | 6          | 1                          | 86   | 3     | 90         | 154        |
| Apprch %    | 0                        | 100  | 0     |            | 7.3                        | 90.9 | 1.8   |            | 50                       | 0    | 50    |            | 1.1                        | 95.6 | 3.3   |            |            |
| Total %     | 0                        | 1.9  | 0     | 1.9        | 2.6                        | 32.5 | 0.6   | 35.7       | 1.9                      | 0    | 1.9   | 3.9        | 0.6                        | 55.8 | 1.9   | 58.4       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 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          | 1                          | 5    | 0     | 6          | 0                        | 0    | 0     | 0          | 0                          | 5    | 1     | 6          | 13         |
| 05:15 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 6          |
| 05:30 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 4          |
| 05:45 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                        | 0    | 1     | 1          | 0                          | 5    | 0     | 5          | 10         |
| Total Volume                                               | 0                        | 1    | 0     | 1          | 1                          | 14   | 0     | 15         | 0                        | 0    | 1     | 1          | 0                          | 15   | 1     | 16         | 33         |
| % App. Total                                               | 0                        | 100  | 0     |            | 6.7                        | 93.3 | 0     |            | 0                        | 0    | 100   |            | 0                          | 93.8 | 6.2   |            |            |
| PHF                                                        | .000                     | .250 | .000  | .250       | .250                       | .700 | .000  | .625       | .000                     | .000 | .250  | .250       | .000                       | .750 | .250  | .667       | .635       |

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
Weather: Clear

File Name : LACHUVEPM  
Site Code : 10516364  
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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    | 1        | 5    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 5    | 1    | 6    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 0        | 0    | 1    | 1    | 0        | 5    | 0    | 5    |
| Total Volume | 0        | 1    | 0    | 1    | 1        | 14   | 0    | 15   | 0        | 0    | 1    | 1    | 0        | 15   | 1    | 16   |
| % App. Total | 0        | 100  | 0    |      | 6.7      | 93.3 | 0    |      | 0        | 0    | 100  |      | 0        | 93.8 | 6.2  |      |
| PHF          | .000     | .250 | .000 | .250 | .250     | .700 | .000 | .625 | .000     | .000 | .250 | .250 | .000     | .750 | .250 | .667 |

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
Weather: Clear

File Name : LACHUVEPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

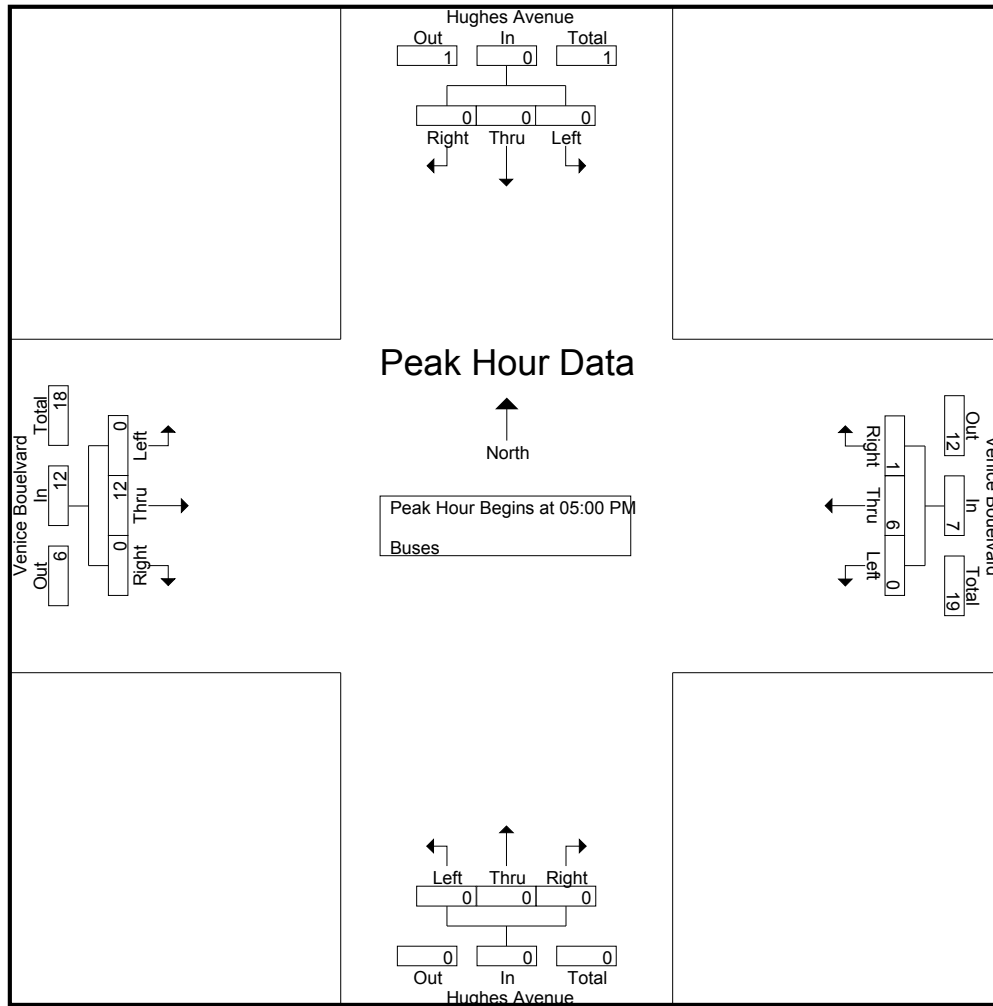
Groups Printed- Buses

|             | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| 03:15 PM    | 0                        | 1    | 0     | 1          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 8          |
| 03:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 6          |
| 03:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| Total       | 0                        | 1    | 0     | 1          | 0                          | 9    | 0     | 9          | 0                        | 0    | 0     | 0          | 0                          | 14   | 0     | 14         | 24         |
| 04:00 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| 04:15 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 6          |
| 04:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 3          |
| 04:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 6          |
| Total       | 0                        | 0    | 0     | 0          | 0                          | 7    | 0     | 7          | 0                        | 0    | 0     | 0          | 0                          | 13   | 0     | 13         | 20         |
| 05:00 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 4          |
| 05:15 PM    | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 5          |
| 05:30 PM    | 0                        | 0    | 0     | 0          | 0                          | 1    | 1     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| 05:45 PM    | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| Total       | 0                        | 0    | 0     | 0          | 0                          | 6    | 1     | 7          | 0                        | 0    | 0     | 0          | 0                          | 12   | 0     | 12         | 19         |
| Grand Total | 0                        | 1    | 0     | 1          | 0                          | 22   | 1     | 23         | 0                        | 0    | 0     | 0          | 0                          | 39   | 0     | 39         | 63         |
| Apprch %    | 0                        | 100  | 0     |            | 0                          | 95.7 | 4.3   |            | 0                        | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| Total %     | 0                        | 1.6  | 0     | 1.6        | 0                          | 34.9 | 1.6   | 36.5       | 0                        | 0    | 0     | 0          | 0                          | 61.9 | 0     | 61.9       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Venice Boulevard Westbound |      |       |            | Hughes Avenue Northbound |      |       |            | Venice 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 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                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 4          |
| 05:15 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                        | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 5          |
| 05:30 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 1    | 1     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| 05:45 PM                                                   | 0                        | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                        | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 5          |
| Total Volume                                               | 0                        | 0    | 0     | 0          | 0                          | 6    | 1     | 7          | 0                        | 0    | 0     | 0          | 0                          | 12   | 0     | 12         | 19         |
| % App. Total                                               | 0                        | 0    | 0     |            | 0                          | 85.7 | 14.3  |            | 0                        | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| PHF                                                        | .000                     | .000 | .000  | .000       | .000                       | .750 | .250  | .875       | .000                     | .000 | .000  | .000       | .000                       | .750 | .000  | .750       | .950       |

City of Los Angeles  
N/S: Hughes Avenue  
E/W: Venice Boulevard  
Weather: Clear

File Name : LACHUVEPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 1    | 2    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 6    | 1    | 7    | 0        | 0    | 0    | 0    | 0        | 12   | 0    | 12   |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 85.7 | 14.3 |      | 0        | 0    | 0    | 0    | 0        | 100  | 0    |      |
| PHF          | .000     | .000 | .000 | .000 | .000     | .750 | .250 | .875 | .000     | .000 | .000 | .000 | .000     | .750 | .000 | .750 |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

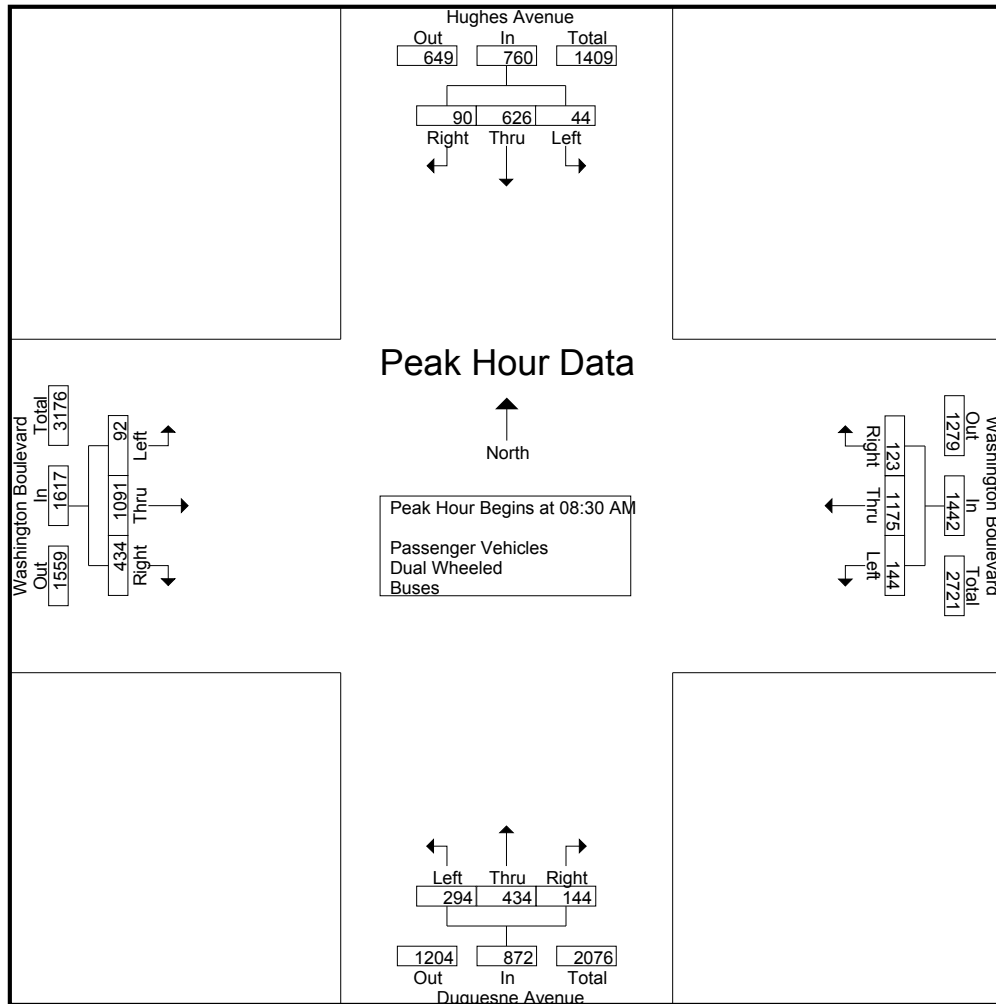
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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                        | 46   | 12    | 58         | 8                              | 279  | 6     | 293        | 84                         | 82   | 14    | 180        | 12                             | 146  | 31    | 189        | 720        |
| 07:15 AM             | 14                       | 78   | 16    | 108        | 24                             | 314  | 14    | 352        | 92                         | 124  | 14    | 230        | 18                             | 162  | 31    | 211        | 901        |
| 07:30 AM             | 6                        | 98   | 26    | 130        | 30                             | 379  | 12    | 421        | 89                         | 130  | 26    | 245        | 18                             | 188  | 31    | 237        | 1033       |
| 07:45 AM             | 2                        | 129  | 26    | 157        | 12                             | 339  | 22    | 373        | 74                         | 113  | 28    | 215        | 22                             | 250  | 70    | 342        | 1087       |
| Total                | 22                       | 351  | 80    | 453        | 74                             | 1311 | 54    | 1439       | 339                        | 449  | 82    | 870        | 70                             | 746  | 163   | 979        | 3741       |
| 08:00 AM             | 2                        | 116  | 20    | 138        | 20                             | 355  | 26    | 401        | 63                         | 108  | 24    | 195        | 28                             | 276  | 55    | 359        | 1093       |
| 08:15 AM             | 18                       | 106  | 30    | 154        | 22                             | 331  | 26    | 379        | 44                         | 124  | 22    | 190        | 28                             | 280  | 77    | 385        | 1108       |
| 08:30 AM             | 18                       | 142  | 28    | 188        | 26                             | 323  | 28    | 377        | 72                         | 124  | 36    | 232        | 20                             | 292  | 77    | 389        | 1186       |
| 08:45 AM             | 8                        | 174  | 20    | 202        | 38                             | 280  | 40    | 358        | 56                         | 124  | 34    | 214        | 22                             | 319  | 112   | 453        | 1227       |
| Total                | 46                       | 538  | 98    | 682        | 106                            | 1289 | 120   | 1515       | 235                        | 480  | 116   | 831        | 98                             | 1167 | 321   | 1586       | 4614       |
| 09:00 AM             | 8                        | 158  | 16    | 182        | 40                             | 290  | 28    | 358        | 86                         | 90   | 34    | 210        | 26                             | 246  | 132   | 404        | 1154       |
| 09:15 AM             | 10                       | 152  | 26    | 188        | 40                             | 282  | 27    | 349        | 80                         | 96   | 40    | 216        | 24                             | 234  | 113   | 371        | 1124       |
| 09:30 AM             | 12                       | 128  | 40    | 180        | 30                             | 285  | 40    | 355        | 64                         | 94   | 56    | 214        | 32                             | 204  | 87    | 323        | 1072       |
| 09:45 AM             | 14                       | 118  | 28    | 160        | 18                             | 230  | 35    | 283        | 66                         | 106  | 18    | 190        | 26                             | 212  | 73    | 311        | 944        |
| Total                | 44                       | 556  | 110   | 710        | 128                            | 1087 | 130   | 1345       | 296                        | 386  | 148   | 830        | 108                            | 896  | 405   | 1409       | 4294       |
| Grand Total          | 112                      | 1445 | 288   | 1845       | 308                            | 3687 | 304   | 4299       | 870                        | 1315 | 346   | 2531       | 276                            | 2809 | 889   | 3974       | 12649      |
| Apprch %             | 6.1                      | 78.3 | 15.6  |            | 7.2                            | 85.8 | 7.1   |            | 34.4                       | 52   | 13.7  |            | 6.9                            | 70.7 | 22.4  |            |            |
| Total %              | 0.9                      | 11.4 | 2.3   | 14.6       | 2.4                            | 29.1 | 2.4   | 34         | 6.9                        | 10.4 | 2.7   | 20         | 2.2                            | 22.2 | 7     | 31.4       |            |
| Passenger Vehicles   | 56                       | 722  | 144   | 922        | 154                            | 1884 | 181   | 2219       | 434                        | 657  | 173   | 1264       | 138                            | 1434 | 438   | 2010       | 6415       |
| % Passenger Vehicles | 50                       | 50   | 50    | 50         | 50                             | 51.1 | 59.5  | 51.6       | 49.9                       | 50   | 50    | 49.9       | 50                             | 51.1 | 49.3  | 50.6       | 50.7       |
| Dual Wheeled         | 56                       | 722  | 144   | 922        | 154                            | 1784 | 121   | 2059       | 434                        | 657  | 173   | 1264       | 138                            | 1374 | 438   | 1950       | 6195       |
| % Dual Wheeled       | 50                       | 50   | 50    | 50         | 50                             | 48.4 | 39.8  | 47.9       | 49.9                       | 50   | 50    | 49.9       | 50                             | 48.9 | 49.3  | 49.1       | 49         |
| Buses                | 0                        | 1    | 0     | 1          | 0                              | 19   | 2     | 21         | 2                          | 1    | 0     | 3          | 0                              | 1    | 13    | 14         | 39         |
| % Buses              | 0                        | 0.1  | 0     | 0.1        | 0                              | 0.5  | 0.7   | 0.5        | 0.2                        | 0.1  | 0     | 0.1        | 0                              | 0    | 1.5   | 0.4        | 0.3        |

|                                                            | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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 08:30 AM       |                          |      |       |            |                                |      |       |            |                            |      |       |            |                                |      |       |            |            |
| 08:30 AM                                                   | 18                       | 142  | 28    | 188        | 26                             | 323  | 28    | 377        | 72                         | 124  | 36    | 232        | 20                             | 292  | 77    | 389        | 1186       |
| 08:45 AM                                                   | 8                        | 174  | 20    | 202        | 38                             | 280  | 40    | 358        | 56                         | 124  | 34    | 214        | 22                             | 319  | 112   | 453        | 1227       |
| 09:00 AM                                                   | 8                        | 158  | 16    | 182        | 40                             | 290  | 28    | 358        | 86                         | 90   | 34    | 210        | 26                             | 246  | 132   | 404        | 1154       |
| 09:15 AM                                                   | 10                       | 152  | 26    | 188        | 40                             | 282  | 27    | 349        | 80                         | 96   | 40    | 216        | 24                             | 234  | 113   | 371        | 1124       |
| Total Volume                                               | 44                       | 626  | 90    | 760        | 144                            | 1175 | 123   | 1442       | 294                        | 434  | 144   | 872        | 92                             | 1091 | 434   | 1617       | 4691       |
| % App. Total                                               | 5.8                      | 82.4 | 11.8  |            | 10                             | 81.5 | 8.5   |            | 33.7                       | 49.8 | 16.5  |            | 5.7                            | 67.5 | 26.8  |            |            |
| PHF                                                        | .611                     | .899 | .804  | .941       | .900                           | .909 | .769  | .956       | .855                       | .875 | .900  | .940       | .885                           | .855 | .822  | .892       | .956       |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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:

|              | 08:30 AM |      |      |      | 07:30 AM |      |      |      | 07:15 AM |      |      |      | 08:15 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 18       | 142  | 28   | 188  | 30       | 379  | 12   | 421  | 92       | 124  | 14   | 230  | 28       | 280  | 77   | 385  |
| +15 mins.    | 8        | 174  | 20   | 202  | 12       | 339  | 22   | 373  | 89       | 130  | 26   | 245  | 20       | 292  | 77   | 389  |
| +30 mins.    | 8        | 158  | 16   | 182  | 20       | 355  | 26   | 401  | 74       | 113  | 28   | 215  | 22       | 319  | 112  | 453  |
| +45 mins.    | 10       | 152  | 26   | 188  | 22       | 331  | 26   | 379  | 63       | 108  | 24   | 195  | 26       | 246  | 132  | 404  |
| Total Volume | 44       | 626  | 90   | 760  | 84       | 1404 | 86   | 1574 | 318      | 475  | 92   | 885  | 96       | 1137 | 398  | 1631 |
| % App. Total | 5.8      | 82.4 | 11.8 |      | 5.3      | 89.2 | 5.5  |      | 35.9     | 53.7 | 10.4 |      | 5.9      | 69.7 | 24.4 |      |
| PHF          | .611     | .899 | .804 | .941 | .700     | .926 | .827 | .935 | .864     | .913 | .821 | .903 | .857     | .891 | .754 | .900 |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

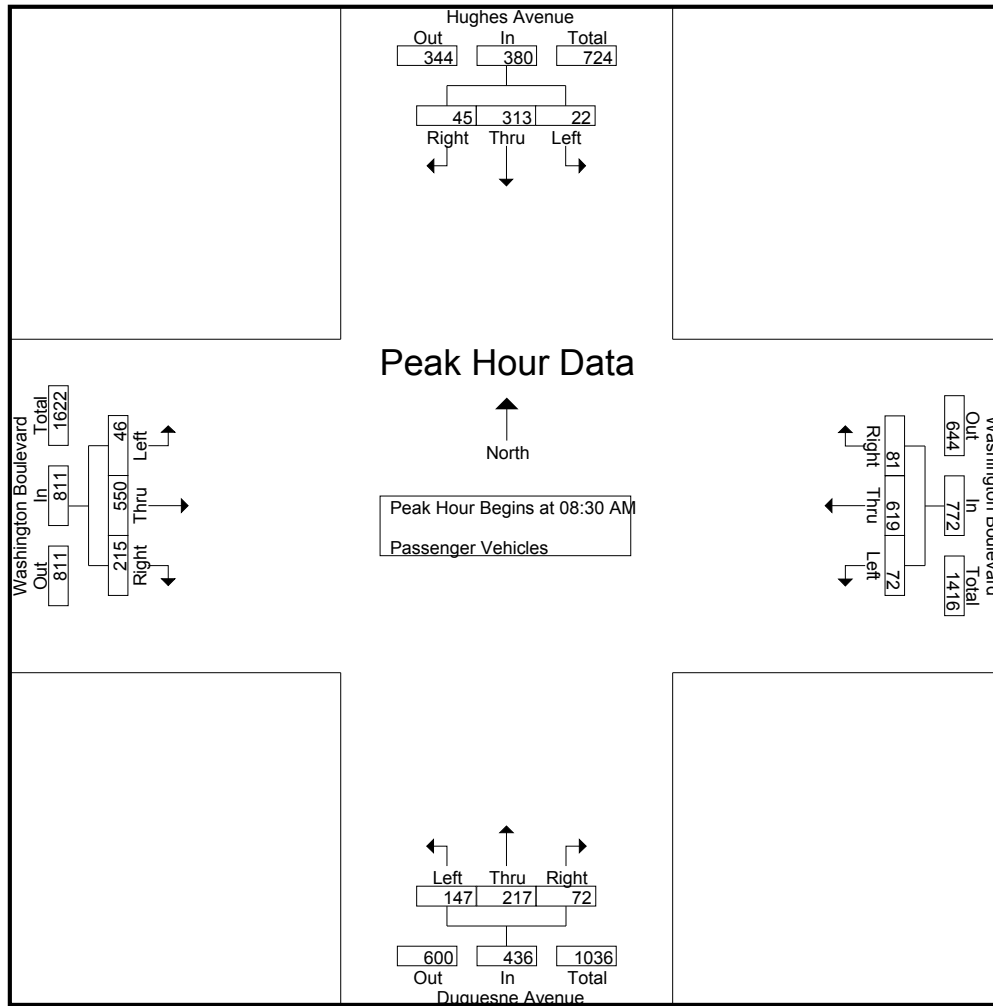
Groups Printed- Passenger Vehicles

|             | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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                        | 23   | 6     | 29         | 4                              | 139  | 3     | 146        | 42                         | 41   | 7     | 90         | 6                              | 73   | 15    | 94         | 359        |
| 07:15 AM    | 7                        | 39   | 8     | 54         | 12                             | 145  | 7     | 164        | 46                         | 62   | 7     | 115        | 9                              | 86   | 15    | 110        | 443        |
| 07:30 AM    | 3                        | 49   | 13    | 65         | 15                             | 184  | 6     | 205        | 44                         | 65   | 13    | 122        | 9                              | 94   | 15    | 118        | 510        |
| 07:45 AM    | 1                        | 64   | 13    | 78         | 6                              | 174  | 11    | 191        | 37                         | 56   | 14    | 107        | 11                             | 135  | 34    | 180        | 556        |
| Total       | 11                       | 175  | 40    | 226        | 37                             | 642  | 27    | 706        | 169                        | 224  | 41    | 434        | 35                             | 388  | 79    | 502        | 1868       |
| 08:00 AM    | 1                        | 58   | 10    | 69         | 10                             | 187  | 13    | 210        | 31                         | 54   | 12    | 97         | 14                             | 143  | 27    | 184        | 560        |
| 08:15 AM    | 9                        | 53   | 15    | 77         | 11                             | 165  | 13    | 189        | 22                         | 62   | 11    | 95         | 14                             | 145  | 38    | 197        | 558        |
| 08:30 AM    | 9                        | 71   | 14    | 94         | 13                             | 176  | 19    | 208        | 36                         | 62   | 18    | 116        | 10                             | 151  | 38    | 199        | 617        |
| 08:45 AM    | 4                        | 87   | 10    | 101        | 19                             | 154  | 25    | 198        | 28                         | 62   | 17    | 107        | 11                             | 159  | 56    | 226        | 632        |
| Total       | 23                       | 269  | 49    | 341        | 53                             | 682  | 70    | 805        | 117                        | 240  | 58    | 415        | 49                             | 598  | 159   | 806        | 2367       |
| 09:00 AM    | 4                        | 79   | 8     | 91         | 20                             | 144  | 19    | 183        | 43                         | 45   | 17    | 105        | 13                             | 123  | 65    | 201        | 580        |
| 09:15 AM    | 5                        | 76   | 13    | 94         | 20                             | 145  | 18    | 183        | 40                         | 48   | 20    | 108        | 12                             | 117  | 56    | 185        | 570        |
| 09:30 AM    | 6                        | 64   | 20    | 90         | 15                             | 147  | 25    | 187        | 32                         | 47   | 28    | 107        | 16                             | 102  | 43    | 161        | 545        |
| 09:45 AM    | 7                        | 59   | 14    | 80         | 9                              | 124  | 22    | 155        | 33                         | 53   | 9     | 95         | 13                             | 106  | 36    | 155        | 485        |
| Total       | 22                       | 278  | 55    | 355        | 64                             | 560  | 84    | 708        | 148                        | 193  | 74    | 415        | 54                             | 448  | 200   | 702        | 2180       |
| Grand Total | 56                       | 722  | 144   | 922        | 154                            | 1884 | 181   | 2219       | 434                        | 657  | 173   | 1264       | 138                            | 1434 | 438   | 2010       | 6415       |
| Apprch %    | 6.1                      | 78.3 | 15.6  |            | 6.9                            | 84.9 | 8.2   |            | 34.3                       | 52   | 13.7  |            | 6.9                            | 71.3 | 21.8  |            |            |
| Total %     | 0.9                      | 11.3 | 2.2   | 14.4       | 2.4                            | 29.4 | 2.8   | 34.6       | 6.8                        | 10.2 | 2.7   | 19.7       | 2.2                            | 22.4 | 6.8   | 31.3       |            |

|                                                            | Hughes Avenue Southbound |           |           |            | Washington Boulevard Westbound |            |           |            | Duquesne Avenue Northbound |           |           |            | Washington 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 08:30 AM to 09:15 AM - Peak 1 of 1 |                          |           |           |            |                                |            |           |            |                            |           |           |            |                                |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 08:30 AM       |                          |           |           |            |                                |            |           |            |                            |           |           |            |                                |            |           |            |            |
| 08:30 AM                                                   | <b>9</b>                 | <b>71</b> | <b>14</b> | <b>94</b>  | <b>13</b>                      | <b>176</b> | <b>19</b> | <b>208</b> | <b>36</b>                  | <b>62</b> | <b>18</b> | <b>116</b> | <b>10</b>                      | <b>151</b> | <b>38</b> | <b>199</b> | <b>617</b> |
| 08:45 AM                                                   | <b>4</b>                 | <b>87</b> | <b>10</b> | <b>101</b> | <b>19</b>                      | <b>154</b> | <b>25</b> | <b>198</b> | <b>28</b>                  | <b>62</b> | <b>17</b> | <b>107</b> | <b>11</b>                      | <b>159</b> | <b>56</b> | <b>226</b> | <b>632</b> |
| 09:00 AM                                                   | <b>4</b>                 | <b>79</b> | <b>8</b>  | <b>91</b>  | <b>20</b>                      | <b>144</b> | <b>19</b> | <b>183</b> | <b>43</b>                  | <b>45</b> | <b>17</b> | <b>105</b> | <b>13</b>                      | <b>123</b> | <b>65</b> | <b>201</b> | <b>580</b> |
| 09:15 AM                                                   | <b>5</b>                 | <b>76</b> | <b>13</b> | <b>94</b>  | <b>20</b>                      | <b>145</b> | <b>18</b> | <b>183</b> | <b>40</b>                  | <b>48</b> | <b>20</b> | <b>108</b> | <b>12</b>                      | <b>117</b> | <b>56</b> | <b>185</b> | <b>570</b> |
| Total Volume                                               | 22                       | 313       | 45        | 380        | 72                             | 619        | 81        | 772        | 147                        | 217       | 72        | 436        | 46                             | 550        | 215       | 811        | 2399       |
| % App. Total                                               | 5.8                      | 82.4      | 11.8      |            | 9.3                            | 80.2       | 10.5      |            | 33.7                       | 49.8      | 16.5      |            | 5.7                            | 67.8       | 26.5      |            |            |
| PHF                                                        | .611                     | .899      | .804      | .941       | .900                           | .879       | .810      | .928       | .855                       | .875      | .900      | .940       | .885                           | .865       | .827      | .897       | .949       |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 9        | 71   | 14   | 94   | 13       | 176  | 19   | 208  | 36       | 62   | 18   | 116  | 10       | 151  | 38   | 199  |
| +15 mins.    | 4        | 87   | 10   | 101  | 19       | 154  | 25   | 198  | 28       | 62   | 17   | 107  | 11       | 159  | 56   | 226  |
| +30 mins.    | 4        | 79   | 8    | 91   | 20       | 144  | 19   | 183  | 43       | 45   | 17   | 105  | 13       | 123  | 65   | 201  |
| +45 mins.    | 5        | 76   | 13   | 94   | 20       | 145  | 18   | 183  | 40       | 48   | 20   | 108  | 12       | 117  | 56   | 185  |
| Total Volume | 22       | 313  | 45   | 380  | 72       | 619  | 81   | 772  | 147      | 217  | 72   | 436  | 46       | 550  | 215  | 811  |
| % App. Total | 5.8      | 82.4 | 11.8 |      | 9.3      | 80.2 | 10.5 |      | 33.7     | 49.8 | 16.5 |      | 5.7      | 67.8 | 26.5 |      |
| PHF          | .611     | .899 | .804 | .941 | .900     | .879 | .810 | .928 | .855     | .875 | .900 | .940 | .885     | .865 | .827 | .897 |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

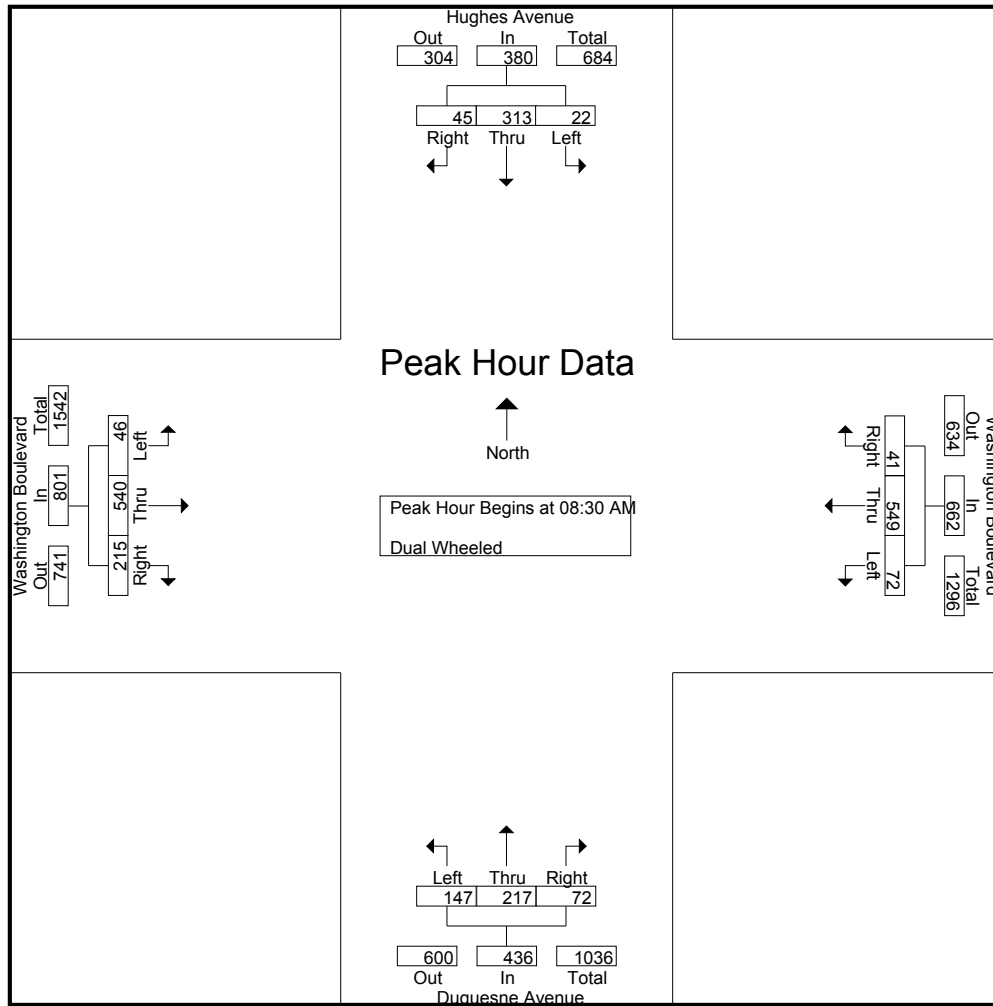
Groups Printed- Dual Wheeled

|             | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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                        | 23   | 6     | 29         | 4                              | 139  | 3     | 146        | 42                         | 41   | 7     | 90         | 6                              | 73   | 15    | 94         | 359        |
| 07:15 AM    | 7                        | 39   | 8     | 54         | 12                             | 165  | 7     | 184        | 46                         | 62   | 7     | 115        | 9                              | 76   | 15    | 100        | 453        |
| 07:30 AM    | 3                        | 49   | 13    | 65         | 15                             | 194  | 6     | 215        | 44                         | 65   | 13    | 122        | 9                              | 94   | 15    | 118        | 520        |
| 07:45 AM    | 1                        | 64   | 13    | 78         | 6                              | 164  | 11    | 181        | 37                         | 56   | 14    | 107        | 11                             | 115  | 34    | 160        | 526        |
| Total       | 11                       | 175  | 40    | 226        | 37                             | 662  | 27    | 726        | 169                        | 224  | 41    | 434        | 35                             | 358  | 79    | 472        | 1858       |
| 08:00 AM    | 1                        | 58   | 10    | 69         | 10                             | 167  | 13    | 190        | 31                         | 54   | 12    | 97         | 14                             | 133  | 27    | 174        | 530        |
| 08:15 AM    | 9                        | 53   | 15    | 77         | 11                             | 165  | 13    | 189        | 22                         | 62   | 11    | 95         | 14                             | 135  | 38    | 187        | 548        |
| 08:30 AM    | 9                        | 71   | 14    | 94         | 13                             | 146  | 9     | 168        | 36                         | 62   | 18    | 116        | 10                             | 141  | 38    | 189        | 567        |
| 08:45 AM    | 4                        | 87   | 10    | 101        | 19                             | 124  | 15    | 158        | 28                         | 62   | 17    | 107        | 11                             | 159  | 56    | 226        | 592        |
| Total       | 23                       | 269  | 49    | 341        | 53                             | 602  | 50    | 705        | 117                        | 240  | 58    | 415        | 49                             | 568  | 159   | 776        | 2237       |
| 09:00 AM    | 4                        | 79   | 8     | 91         | 20                             | 144  | 9     | 173        | 43                         | 45   | 17    | 105        | 13                             | 123  | 65    | 201        | 570        |
| 09:15 AM    | 5                        | 76   | 13    | 94         | 20                             | 135  | 8     | 163        | 40                         | 48   | 20    | 108        | 12                             | 117  | 56    | 185        | 550        |
| 09:30 AM    | 6                        | 64   | 20    | 90         | 15                             | 137  | 15    | 167        | 32                         | 47   | 28    | 107        | 16                             | 102  | 43    | 161        | 525        |
| 09:45 AM    | 7                        | 59   | 14    | 80         | 9                              | 104  | 12    | 125        | 33                         | 53   | 9     | 95         | 13                             | 106  | 36    | 155        | 455        |
| Total       | 22                       | 278  | 55    | 355        | 64                             | 520  | 44    | 628        | 148                        | 193  | 74    | 415        | 54                             | 448  | 200   | 702        | 2100       |
| Grand Total | 56                       | 722  | 144   | 922        | 154                            | 1784 | 121   | 2059       | 434                        | 657  | 173   | 1264       | 138                            | 1374 | 438   | 1950       | 6195       |
| Apprch %    | 6.1                      | 78.3 | 15.6  |            | 7.5                            | 86.6 | 5.9   |            | 34.3                       | 52   | 13.7  |            | 7.1                            | 70.5 | 22.5  |            |            |
| Total %     | 0.9                      | 11.7 | 2.3   | 14.9       | 2.5                            | 28.8 | 2     | 33.2       | 7                          | 10.6 | 2.8   | 20.4       | 2.2                            | 22.2 | 7.1   | 31.5       |            |

|                                                            | Hughes Avenue Southbound |           |           |            | Washington Boulevard Westbound |            |           |            | Duquesne Avenue Northbound |           |           |            | Washington 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 08:30 AM to 09:15 AM - Peak 1 of 1 |                          |           |           |            |                                |            |           |            |                            |           |           |            |                                |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 08:30 AM       |                          |           |           |            |                                |            |           |            |                            |           |           |            |                                |            |           |            |            |
| 08:30 AM                                                   | <b>9</b>                 | <b>71</b> | <b>14</b> | <b>94</b>  | <b>13</b>                      | <b>146</b> | <b>9</b>  | <b>168</b> | <b>36</b>                  | <b>62</b> | <b>18</b> | <b>116</b> | <b>10</b>                      | <b>141</b> | <b>38</b> | <b>189</b> | <b>567</b> |
| 08:45 AM                                                   | <b>4</b>                 | <b>87</b> | <b>10</b> | <b>101</b> | <b>19</b>                      | <b>124</b> | <b>15</b> | <b>158</b> | <b>28</b>                  | <b>62</b> | <b>17</b> | <b>107</b> | <b>11</b>                      | <b>159</b> | <b>56</b> | <b>226</b> | <b>592</b> |
| 09:00 AM                                                   | <b>4</b>                 | <b>79</b> | <b>8</b>  | <b>91</b>  | <b>20</b>                      | <b>144</b> | <b>9</b>  | <b>173</b> | <b>43</b>                  | <b>45</b> | <b>17</b> | <b>105</b> | <b>13</b>                      | <b>123</b> | <b>65</b> | <b>201</b> | <b>570</b> |
| 09:15 AM                                                   | <b>5</b>                 | <b>76</b> | <b>13</b> | <b>94</b>  | <b>20</b>                      | <b>135</b> | <b>8</b>  | <b>163</b> | <b>40</b>                  | <b>48</b> | <b>20</b> | <b>108</b> | <b>12</b>                      | <b>117</b> | <b>56</b> | <b>185</b> | <b>550</b> |
| Total Volume                                               | 22                       | 313       | 45        | 380        | 72                             | 549        | 41        | 662        | 147                        | 217       | 72        | 436        | 46                             | 540        | 215       | 801        | 2279       |
| % App. Total                                               | 5.8                      | 82.4      | 11.8      |            | 10.9                           | 82.9       | 6.2       |            | 33.7                       | 49.8      | 16.5      |            | 5.7                            | 67.4       | 26.8      |            |            |
| PHF                                                        | .611                     | .899      | .804      | .941       | .900                           | .940       | .683      | .957       | .855                       | .875      | .900      | .940       | .885                           | .849       | .827      | .886       | .962       |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 9        | 71   | 14   | 94   | 13       | 146  | 9    | 168  | 36       | 62   | 18   | 116  | 10       | 141  | 38   | 189  |
| +15 mins.    | 4        | 87   | 10   | 101  | 19       | 124  | 15   | 158  | 28       | 62   | 17   | 107  | 11       | 159  | 56   | 226  |
| +30 mins.    | 4        | 79   | 8    | 91   | 20       | 144  | 9    | 173  | 43       | 45   | 17   | 105  | 13       | 123  | 65   | 201  |
| +45 mins.    | 5        | 76   | 13   | 94   | 20       | 135  | 8    | 163  | 40       | 48   | 20   | 108  | 12       | 117  | 56   | 185  |
| Total Volume | 22       | 313  | 45   | 380  | 72       | 549  | 41   | 662  | 147      | 217  | 72   | 436  | 46       | 540  | 215  | 801  |
| % App. Total | 5.8      | 82.4 | 11.8 |      | 10.9     | 82.9 | 6.2  |      | 33.7     | 49.8 | 16.5 |      | 5.7      | 67.4 | 26.8 |      |
| PHF          | .611     | .899 | .804 | .941 | .900     | .940 | .683 | .957 | .855     | .875 | .900 | .940 | .885     | .849 | .827 | .886 |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

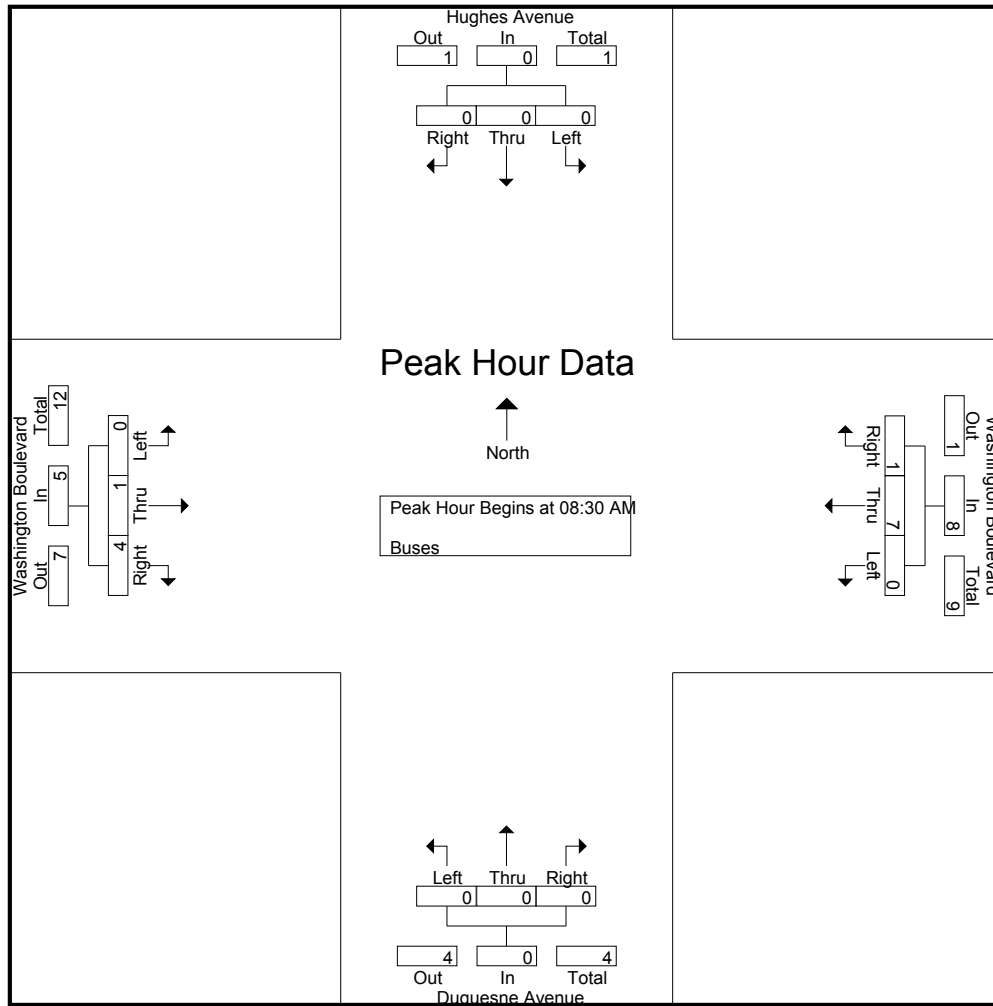
Groups Printed- Buses

|             | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 07:15 AM    | 0                        | 0    | 0     | 0          | 0                              | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 5          |
| 07:30 AM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 1                          | 0    | 0     | 1          | 0                              | 0    | 1     | 1          | 3          |
| 07:45 AM    | 0                        | 1    | 0     | 1          | 0                              | 1    | 0     | 1          | 0                          | 1    | 0     | 1          | 0                              | 0    | 2     | 2          | 5          |
| Total       | 0                        | 1    | 0     | 1          | 0                              | 7    | 0     | 7          | 1                          | 1    | 0     | 2          | 0                              | 0    | 5     | 5          | 15         |
| 08:00 AM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 1                          | 0    | 0     | 1          | 0                              | 0    | 1     | 1          | 3          |
| 08:15 AM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 08:30 AM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 08:45 AM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 3          |
| Total       | 0                        | 0    | 0     | 0          | 0                              | 5    | 0     | 5          | 1                          | 0    | 0     | 1          | 0                              | 1    | 3     | 4          | 10         |
| 09:00 AM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| 09:15 AM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 1     | 3          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 4          |
| 09:30 AM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 09:45 AM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 1     | 3          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 4          |
| Total       | 0                        | 0    | 0     | 0          | 0                              | 7    | 2     | 9          | 0                          | 0    | 0     | 0          | 0                              | 0    | 5     | 5          | 14         |
| Grand Total | 0                        | 1    | 0     | 1          | 0                              | 19   | 2     | 21         | 2                          | 1    | 0     | 3          | 0                              | 1    | 13    | 14         | 39         |
| Apprch %    | 0                        | 100  | 0     |            | 0                              | 90.5 | 9.5   |            | 66.7                       | 33.3 | 0     |            | 0                              | 7.1  | 92.9  |            |            |
| Total %     | 0                        | 2.6  | 0     | 2.6        | 0                              | 48.7 | 5.1   | 53.8       | 5.1                        | 2.6  | 0     | 7.7        | 0                              | 2.6  | 33.3  | 35.9       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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 08:30 AM to 09:15 AM - Peak 1 of 1 |                          |      |       |            |                                |      |       |            |                            |      |       |            |                                |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:30 AM       |                          |      |       |            |                                |      |       |            |                            |      |       |            |                                |      |       |            |            |
| 08:30 AM                                                   | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 08:45 AM                                                   | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 3          |
| 09:00 AM                                                   | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| 09:15 AM                                                   | 0                        | 0    | 0     | 0          | 0                              | 2    | 1     | 3          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 4          |
| Total Volume                                               | 0                        | 0    | 0     | 0          | 0                              | 7    | 1     | 8          | 0                          | 0    | 0     | 0          | 0                              | 1    | 4     | 5          | 13         |
| % App. Total                                               | 0                        | 0    | 0     |            | 0                              | 87.5 | 12.5  |            | 0                          | 0    | 0     |            | 0                              | 20   | 80    |            |            |
| PHF                                                        | .000                     | .000 | .000  | .000       | .000                           | .875 | .250  | .667       | .000                       | .000 | .000  | .000       | .000                           | .250 | .500  | .625       | .813       |

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

File Name : CVCHUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



Peak Hour Analysis From 08:30 AM to 09:15 AM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      | 08:30 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 1    | 1    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 2    | 2    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 1    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 1    | 1    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 7    | 1    | 8    | 0        | 0    | 0    | 0    | 0        | 1    | 4    | 5    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 87.5 | 12.5 |      | 0        | 0    | 0    | 0    | 0        | 20   | 80   |      |
| PHF          | .000     | .000 | .000 | .000 | .000     | .875 | .250 | .667 | .000     | .000 | .000 | .000 | .000     | .250 | .500 | .625 |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

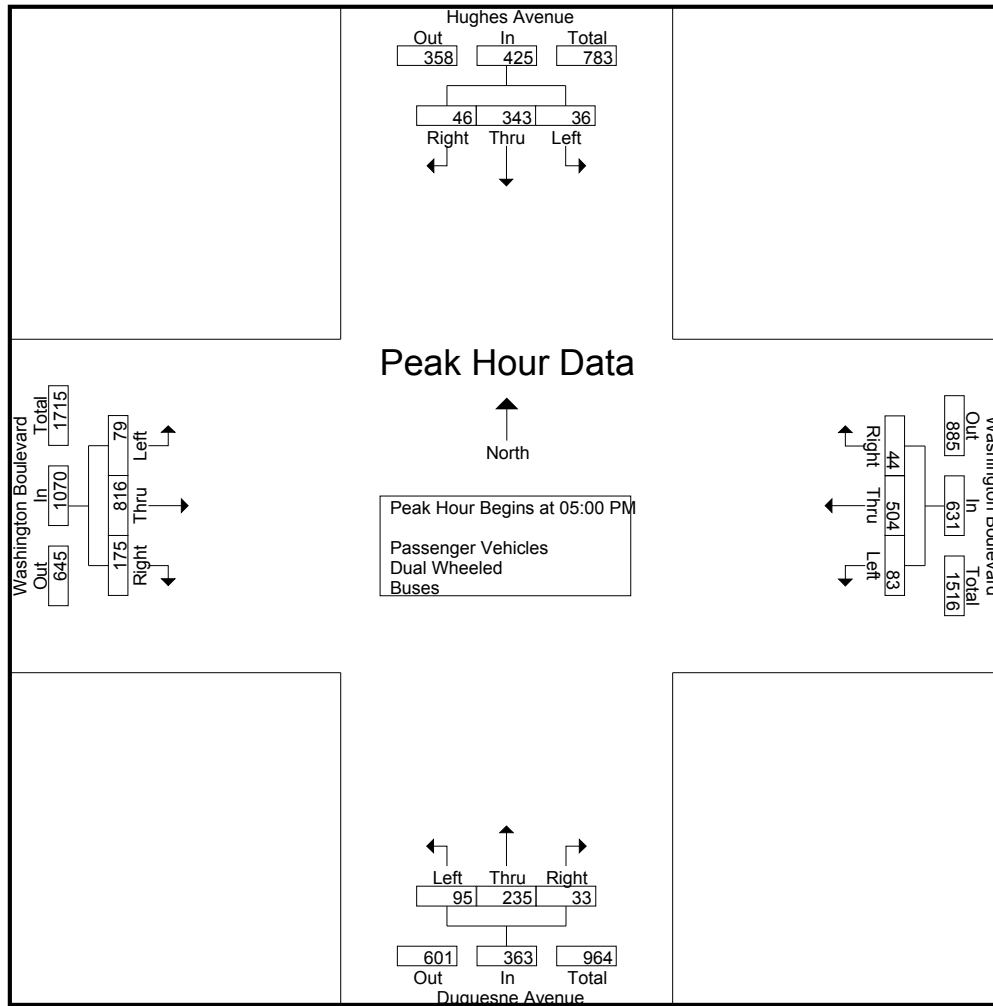
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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             | 7                        | 63   | 21    | 91         | 15                             | 127  | 13    | 155        | 26                         | 41   | 6     | 73         | 15                             | 134  | 47    | 196        | 515        |
| 03:15 PM             | 8                        | 70   | 14    | 92         | 23                             | 110  | 10    | 143        | 18                         | 47   | 7     | 72         | 14                             | 171  | 44    | 229        | 536        |
| 03:30 PM             | 2                        | 65   | 14    | 81         | 15                             | 113  | 11    | 139        | 23                         | 41   | 1     | 65         | 8                              | 173  | 29    | 210        | 495        |
| 03:45 PM             | 7                        | 58   | 16    | 81         | 9                              | 122  | 4     | 135        | 19                         | 28   | 5     | 52         | 13                             | 155  | 24    | 192        | 460        |
| Total                | 24                       | 256  | 65    | 345        | 62                             | 472  | 38    | 572        | 86                         | 157  | 19    | 262        | 50                             | 633  | 144   | 827        | 2006       |
| 04:00 PM             | 9                        | 69   | 12    | 90         | 15                             | 103  | 14    | 132        | 15                         | 37   | 5     | 57         | 15                             | 170  | 37    | 222        | 501        |
| 04:15 PM             | 8                        | 67   | 12    | 87         | 14                             | 113  | 3     | 130        | 22                         | 55   | 6     | 83         | 10                             | 203  | 50    | 263        | 563        |
| 04:30 PM             | 5                        | 79   | 13    | 97         | 15                             | 112  | 8     | 135        | 24                         | 50   | 8     | 82         | 12                             | 179  | 48    | 239        | 553        |
| 04:45 PM             | 11                       | 69   | 11    | 91         | 9                              | 115  | 1     | 125        | 18                         | 40   | 5     | 63         | 13                             | 185  | 46    | 244        | 523        |
| Total                | 33                       | 284  | 48    | 365        | 53                             | 443  | 26    | 522        | 79                         | 182  | 24    | 285        | 50                             | 737  | 181   | 968        | 2140       |
| 05:00 PM             | 12                       | 96   | 6     | 114        | 22                             | 119  | 11    | 152        | 21                         | 56   | 7     | 84         | 15                             | 201  | 43    | 259        | 609        |
| 05:15 PM             | 11                       | 80   | 14    | 105        | 26                             | 139  | 16    | 181        | 19                         | 75   | 10    | 104        | 17                             | 211  | 49    | 277        | 667        |
| 05:30 PM             | 2                        | 95   | 14    | 111        | 11                             | 127  | 10    | 148        | 27                         | 50   | 9     | 86         | 28                             | 203  | 54    | 285        | 630        |
| 05:45 PM             | 11                       | 72   | 12    | 95         | 24                             | 119  | 7     | 150        | 28                         | 54   | 7     | 89         | 19                             | 201  | 29    | 249        | 583        |
| Total                | 36                       | 343  | 46    | 425        | 83                             | 504  | 44    | 631        | 95                         | 235  | 33    | 363        | 79                             | 816  | 175   | 1070       | 2489       |
| Grand Total          | 93                       | 883  | 159   | 1135       | 198                            | 1419 | 108   | 1725       | 260                        | 574  | 76    | 910        | 179                            | 2186 | 500   | 2865       | 6635       |
| Apprch %             | 8.2                      | 77.8 | 14    |            | 11.5                           | 82.3 | 6.3   |            | 28.6                       | 63.1 | 8.4   |            | 6.2                            | 76.3 | 17.5  |            |            |
| Total %              | 1.4                      | 13.3 | 2.4   | 17.1       | 3                              | 21.4 | 1.6   | 26         | 3.9                        | 8.7  | 1.1   | 13.7       | 2.7                            | 32.9 | 7.5   | 43.2       |            |
| Passenger Vehicles   | 92                       | 879  | 155   | 1126       | 196                            | 1400 | 106   | 1702       | 257                        | 571  | 76    | 904        | 176                            | 2173 | 481   | 2830       | 6562       |
| % Passenger Vehicles | 98.9                     | 99.5 | 97.5  | 99.2       | 99                             | 98.7 | 98.1  | 98.7       | 98.8                       | 99.5 | 100   | 99.3       | 98.3                           | 99.4 | 96.2  | 98.8       | 98.9       |
| Dual Wheeled         | 1                        | 3    | 4     | 8          | 1                              | 6    | 2     | 9          | 3                          | 3    | 0     | 6          | 3                              | 12   | 7     | 22         | 45         |
| % Dual Wheeled       | 1.1                      | 0.3  | 2.5   | 0.7        | 0.5                            | 0.4  | 1.9   | 0.5        | 1.2                        | 0.5  | 0     | 0.7        | 1.7                            | 0.5  | 1.4   | 0.8        | 0.7        |
| Buses                | 0                        | 1    | 0     | 1          | 1                              | 13   | 0     | 14         | 0                          | 0    | 0     | 0          | 0                              | 1    | 12    | 13         | 28         |
| % Buses              | 0                        | 0.1  | 0     | 0.1        | 0.5                            | 0.9  | 0     | 0.8        | 0                          | 0    | 0     | 0          | 0                              | 0    | 2.4   | 0.5        | 0.4        |

|                                                            | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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 05:00 PM       |                          |      |       |            |                                |      |       |            |                            |      |       |            |                                |      |       |            |            |
| 05:00 PM                                                   | 12                       | 96   | 6     | 114        | 22                             | 119  | 11    | 152        | 21                         | 56   | 7     | 84         | 15                             | 201  | 43    | 259        | 609        |
| 05:15 PM                                                   | 11                       | 80   | 14    | 105        | 26                             | 139  | 16    | 181        | 19                         | 75   | 10    | 104        | 17                             | 211  | 49    | 277        | 667        |
| 05:30 PM                                                   | 2                        | 95   | 14    | 111        | 11                             | 127  | 10    | 148        | 27                         | 50   | 9     | 86         | 28                             | 203  | 54    | 285        | 630        |
| 05:45 PM                                                   | 11                       | 72   | 12    | 95         | 24                             | 119  | 7     | 150        | 28                         | 54   | 7     | 89         | 19                             | 201  | 29    | 249        | 583        |
| Total Volume                                               | 36                       | 343  | 46    | 425        | 83                             | 504  | 44    | 631        | 95                         | 235  | 33    | 363        | 79                             | 816  | 175   | 1070       | 2489       |
| % App. Total                                               | 8.5                      | 80.7 | 10.8  |            | 13.2                           | 79.9 | 7     |            | 26.2                       | 64.7 | 9.1   |            | 7.4                            | 76.3 | 16.4  |            |            |
| PHF                                                        | .750                     | .893 | .821  | .932       | .798                           | .906 | .688  | .872       | .848                       | .783 | .825  | .873       | .705                           | .967 | .810  | .939       | .933       |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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       | 96   | 6    | 114  | 22       | 119  | 11   | 152  | 21       | 56   | 7    | 84   | 15       | 201  | 43   | 259  |
| +15 mins.    | 11       | 80   | 14   | 105  | 26       | 139  | 16   | 181  | 19       | 75   | 10   | 104  | 17       | 211  | 49   | 277  |
| +30 mins.    | 2        | 95   | 14   | 111  | 11       | 127  | 10   | 148  | 27       | 50   | 9    | 86   | 28       | 203  | 54   | 285  |
| +45 mins.    | 11       | 72   | 12   | 95   | 24       | 119  | 7    | 150  | 28       | 54   | 7    | 89   | 19       | 201  | 29   | 249  |
| Total Volume | 36       | 343  | 46   | 425  | 83       | 504  | 44   | 631  | 95       | 235  | 33   | 363  | 79       | 816  | 175  | 1070 |
| % App. Total | 8.5      | 80.7 | 10.8 |      | 13.2     | 79.9 | 7    |      | 26.2     | 64.7 | 9.1  |      | 7.4      | 76.3 | 16.4 |      |
| PHF          | .750     | .893 | .821 | .932 | .798     | .906 | .688 | .872 | .848     | .783 | .825 | .873 | .705     | .967 | .810 | .939 |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

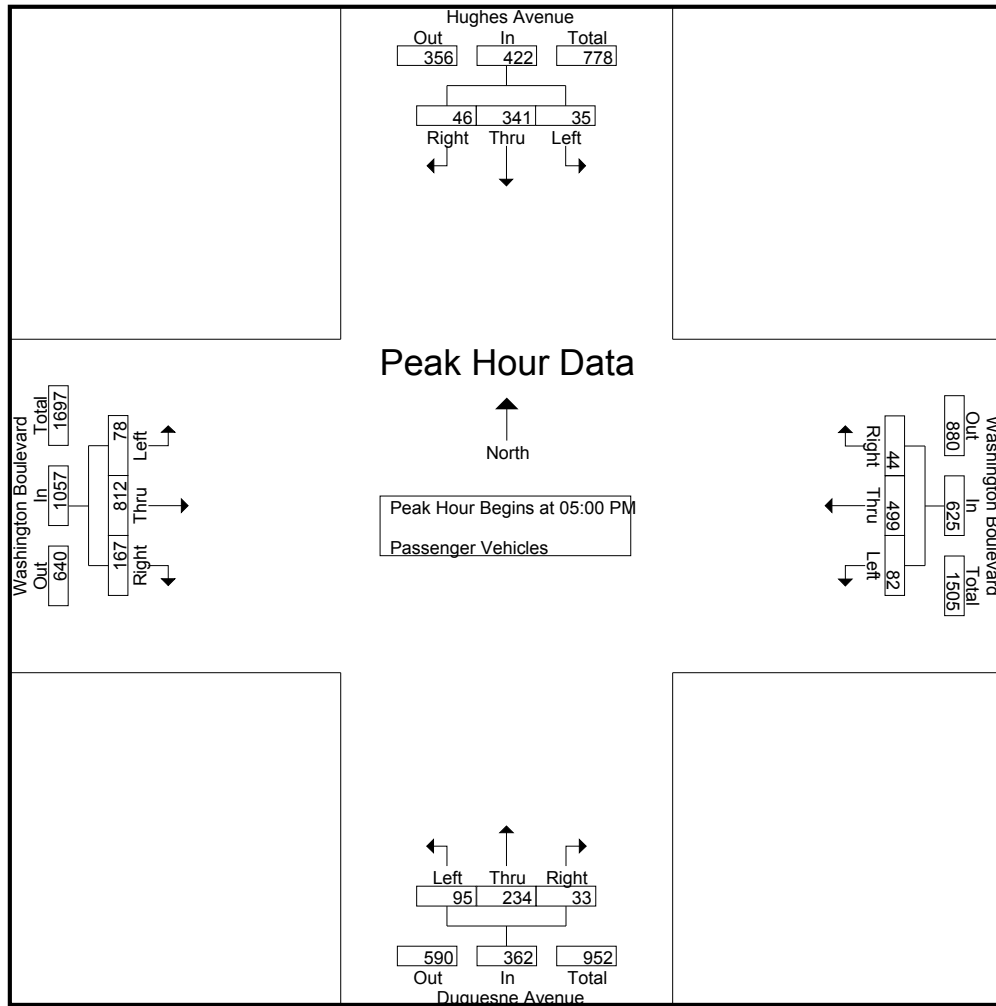
Groups Printed- Passenger Vehicles

|             | Hughes Avenue<br>Southbound |      |       |            | Washington Boulevard<br>Westbound |      |       |            | Duquesne Avenue<br>Northbound |      |       |            | Washington Boulevard<br>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    | 7                           | 63   | 21    | 91         | 15                                | 126  | 12    | 153        | 25                            | 40   | 6     | 71         | 15                                | 131  | 46    | 192        | 507        |
| 03:15 PM    | 8                           | 70   | 12    | 90         | 23                                | 109  | 10    | 142        | 17                            | 47   | 7     | 71         | 14                                | 170  | 43    | 227        | 530        |
| 03:30 PM    | 2                           | 64   | 14    | 80         | 15                                | 112  | 11    | 138        | 23                            | 41   | 1     | 65         | 8                                 | 173  | 27    | 208        | 491        |
| 03:45 PM    | 7                           | 58   | 16    | 81         | 9                                 | 119  | 4     | 132        | 19                            | 27   | 5     | 51         | 13                                | 154  | 21    | 188        | 452        |
| Total       | 24                          | 255  | 63    | 342        | 62                                | 466  | 37    | 565        | 84                            | 155  | 19    | 258        | 50                                | 628  | 137   | 815        | 1980       |
| 04:00 PM    | 9                           | 68   | 10    | 87         | 14                                | 102  | 14    | 130        | 14                            | 37   | 5     | 56         | 14                                | 169  | 36    | 219        | 492        |
| 04:15 PM    | 8                           | 67   | 12    | 87         | 14                                | 109  | 3     | 126        | 22                            | 55   | 6     | 83         | 9                                 | 200  | 48    | 257        | 553        |
| 04:30 PM    | 5                           | 79   | 13    | 97         | 15                                | 110  | 7     | 132        | 24                            | 50   | 8     | 82         | 12                                | 179  | 47    | 238        | 549        |
| 04:45 PM    | 11                          | 69   | 11    | 91         | 9                                 | 114  | 1     | 124        | 18                            | 40   | 5     | 63         | 13                                | 185  | 46    | 244        | 522        |
| Total       | 33                          | 283  | 46    | 362        | 52                                | 435  | 25    | 512        | 78                            | 182  | 24    | 284        | 48                                | 733  | 177   | 958        | 2116       |
| 05:00 PM    | 11                          | 94   | 6     | 111        | 22                                | 118  | 11    | 151        | 21                            | 56   | 7     | 84         | 15                                | 199  | 41    | 255        | 601        |
| 05:15 PM    | 11                          | 80   | 14    | 105        | 26                                | 137  | 16    | 179        | 19                            | 75   | 10    | 104        | 17                                | 210  | 47    | 274        | 662        |
| 05:30 PM    | 2                           | 95   | 14    | 111        | 11                                | 127  | 10    | 148        | 27                            | 49   | 9     | 85         | 27                                | 203  | 52    | 282        | 626        |
| 05:45 PM    | 11                          | 72   | 12    | 95         | 23                                | 117  | 7     | 147        | 28                            | 54   | 7     | 89         | 19                                | 200  | 27    | 246        | 577        |
| Total       | 35                          | 341  | 46    | 422        | 82                                | 499  | 44    | 625        | 95                            | 234  | 33    | 362        | 78                                | 812  | 167   | 1057       | 2466       |
| Grand Total | 92                          | 879  | 155   | 1126       | 196                               | 1400 | 106   | 1702       | 257                           | 571  | 76    | 904        | 176                               | 2173 | 481   | 2830       | 6562       |
| Apprch %    | 8.2                         | 78.1 | 13.8  |            | 11.5                              | 82.3 | 6.2   |            | 28.4                          | 63.2 | 8.4   |            | 6.2                               | 76.8 | 17    |            |            |
| Total %     | 1.4                         | 13.4 | 2.4   | 17.2       | 3                                 | 21.3 | 1.6   | 25.9       | 3.9                           | 8.7  | 1.2   | 13.8       | 2.7                               | 33.1 | 7.3   | 43.1       |            |

|                                                            | Hughes Avenue<br>Southbound |      |       |            | Washington Boulevard<br>Westbound |      |       |            | Duquesne Avenue<br>Northbound |      |       |            | Washington Boulevard<br>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                                                   | 11                          | 94   | 6     | 111        | 22                                | 118  | 11    | 151        | 21                            | 56   | 7     | 84         | 15                                | 199  | 41    | 255        | 601        |
| 05:15 PM                                                   | 11                          | 80   | 14    | 105        | 26                                | 137  | 16    | 179        | 19                            | 75   | 10    | 104        | 17                                | 210  | 47    | 274        | 662        |
| 05:30 PM                                                   | 2                           | 95   | 14    | 111        | 11                                | 127  | 10    | 148        | 27                            | 49   | 9     | 85         | 27                                | 203  | 52    | 282        | 626        |
| 05:45 PM                                                   | 11                          | 72   | 12    | 95         | 23                                | 117  | 7     | 147        | 28                            | 54   | 7     | 89         | 19                                | 200  | 27    | 246        | 577        |
| Total Volume                                               | 35                          | 341  | 46    | 422        | 82                                | 499  | 44    | 625        | 95                            | 234  | 33    | 362        | 78                                | 812  | 167   | 1057       | 2466       |
| % App. Total                                               | 8.3                         | 80.8 | 10.9  |            | 13.1                              | 79.8 | 7     |            | 26.2                          | 64.6 | 9.1   |            | 7.4                               | 76.8 | 15.8  |            |            |
| PHF                                                        | .795                        | .897 | .821  | .950       | .788                              | .911 | .688  | .873       | .848                          | .780 | .825  | .870       | .722                              | .967 | .803  | .937       | .931       |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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.     | <b>11</b> | 94        | 6         | <b>111</b> | 22        | 118        | 11        | 151        | 21        | 56        | 7         | 84         | 15        | 199        | 41        | 255        |
| +15 mins.    | 11        | 80        | <b>14</b> | 105        | <b>26</b> | <b>137</b> | <b>16</b> | <b>179</b> | 19        | <b>75</b> | <b>10</b> | <b>104</b> | 17        | <b>210</b> | 47        | 274        |
| +30 mins.    | 2         | <b>95</b> | 14        | 111        | 11        | 127        | 10        | 148        | 27        | 49        | 9         | 85         | <b>27</b> | 203        | <b>52</b> | <b>282</b> |
| +45 mins.    | 11        | 72        | 12        | 95         | 23        | 117        | 7         | 147        | <b>28</b> | 54        | 7         | 89         | 19        | 200        | 27        | 246        |
| Total Volume | 35        | 341       | 46        | 422        | 82        | 499        | 44        | 625        | 95        | 234       | 33        | 362        | 78        | 812        | 167       | 1057       |
| % App. Total | 8.3       | 80.8      | 10.9      |            | 13.1      | 79.8       | 7         |            | 26.2      | 64.6      | 9.1       |            | 7.4       | 76.8       | 15.8      |            |
| PHF          | .795      | .897      | .821      | .950       | .788      | .911       | .688      | .873       | .848      | .780      | .825      | .870       | .722      | .967       | .803      | .937       |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

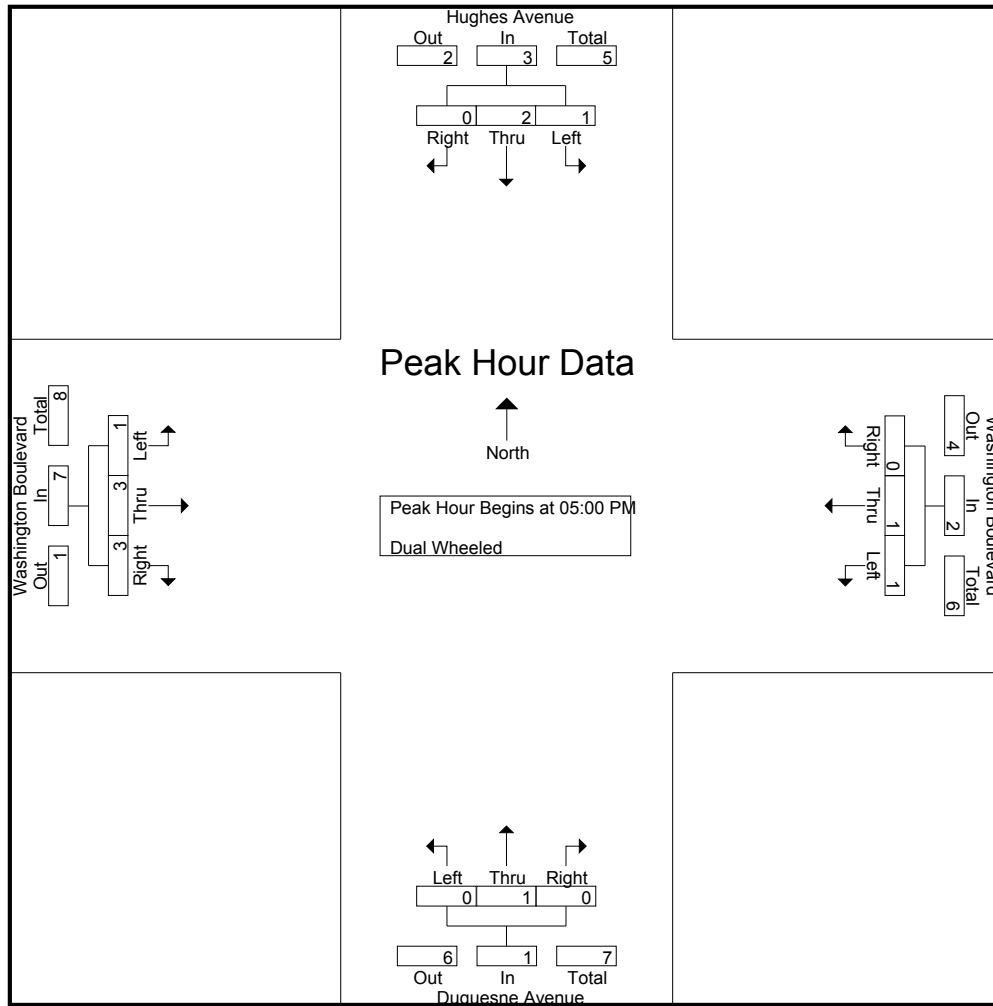
Groups Printed- Dual Wheeled

|             | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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    | 1     | 1          | 1                          | 1    | 0     | 2          | 0                              | 3    | 0     | 3          | 6          |
| 03:15 PM    | 0                        | 0    | 2     | 2          | 0                              | 0    | 0     | 0          | 1                          | 0    | 0     | 1          | 0                              | 1    | 0     | 1          | 4          |
| 03:30 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 3          |
| 03:45 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 1    | 0     | 1          | 0                              | 1    | 1     | 2          | 4          |
| Total       | 0                        | 0    | 2     | 2          | 0                              | 2    | 1     | 3          | 2                          | 2    | 0     | 4          | 0                              | 5    | 3     | 8          | 17         |
| 04:00 PM    | 0                        | 1    | 2     | 3          | 0                              | 0    | 0     | 0          | 1                          | 0    | 0     | 1          | 1                              | 1    | 0     | 2          | 6          |
| 04:15 PM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 1                              | 3    | 1     | 5          | 7          |
| 04:30 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 1     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 2          |
| 04:45 PM    | 0                        | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0          |
| Total       | 0                        | 1    | 2     | 3          | 0                              | 3    | 1     | 4          | 1                          | 0    | 0     | 1          | 2                              | 4    | 1     | 7          | 15         |
| 05:00 PM    | 1                        | 2    | 0     | 3          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 1    | 1     | 2          | 6          |
| 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                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 1                              | 0    | 2     | 3          | 4          |
| 05:45 PM    | 0                        | 0    | 0     | 0          | 1                              | 0    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 2          |
| Total       | 1                        | 2    | 0     | 3          | 1                              | 1    | 0     | 2          | 0                          | 1    | 0     | 1          | 1                              | 3    | 3     | 7          | 13         |
| Grand Total | 1                        | 3    | 4     | 8          | 1                              | 6    | 2     | 9          | 3                          | 3    | 0     | 6          | 3                              | 12   | 7     | 22         | 45         |
| Apprch %    | 12.5                     | 37.5 | 50    |            | 11.1                           | 66.7 | 22.2  |            | 50                         | 50   | 0     |            | 13.6                           | 54.5 | 31.8  |            |            |
| Total %     | 2.2                      | 6.7  | 8.9   | 17.8       | 2.2                            | 13.3 | 4.4   | 20         | 6.7                        | 6.7  | 0     | 13.3       | 6.7                            | 26.7 | 15.6  | 48.9       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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 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                        | 2    | 0     | 3          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 1    | 1     | 2          | 6          |
| 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                              | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 1                              | 0    | 2     | 3          | 4          |
| 05:45 PM                                                   | 0                        | 0    | 0     | 0          | 1                              | 0    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 2          |
| Total Volume                                               | 1                        | 2    | 0     | 3          | 1                              | 1    | 0     | 2          | 0                          | 1    | 0     | 1          | 1                              | 3    | 3     | 7          | 13         |
| % App. Total                                               | 33.3                     | 66.7 | 0     |            | 50                             | 50   | 0     |            | 0                          | 100  | 0     |            | 14.3                           | 42.9 | 42.9  |            |            |
| PHF                                                        | .250                     | .250 | .000  | .250       | .250                           | .250 | .000  | .500       | .000                       | .250 | .000  | .250       | .250                           | .750 | .375  | .583       | .542       |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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        | 2    | 0    | 3    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 1    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 1        | 0    | 2    | 3    |
| +45 mins.    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    |
| Total Volume | 1        | 2    | 0    | 3    | 1        | 1    | 0    | 2    | 0        | 1    | 0    | 1    | 1        | 3    | 3    | 7    |
| % App. Total | 33.3     | 66.7 | 0    |      | 50       | 50   | 0    |      | 0        | 100  | 0    |      | 14.3     | 42.9 | 42.9 |      |
| PHF          | .250     | .250 | .000 | .250 | .250     | .250 | .000 | .500 | .000     | .250 | .000 | .250 | .250     | .750 | .375 | .583 |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

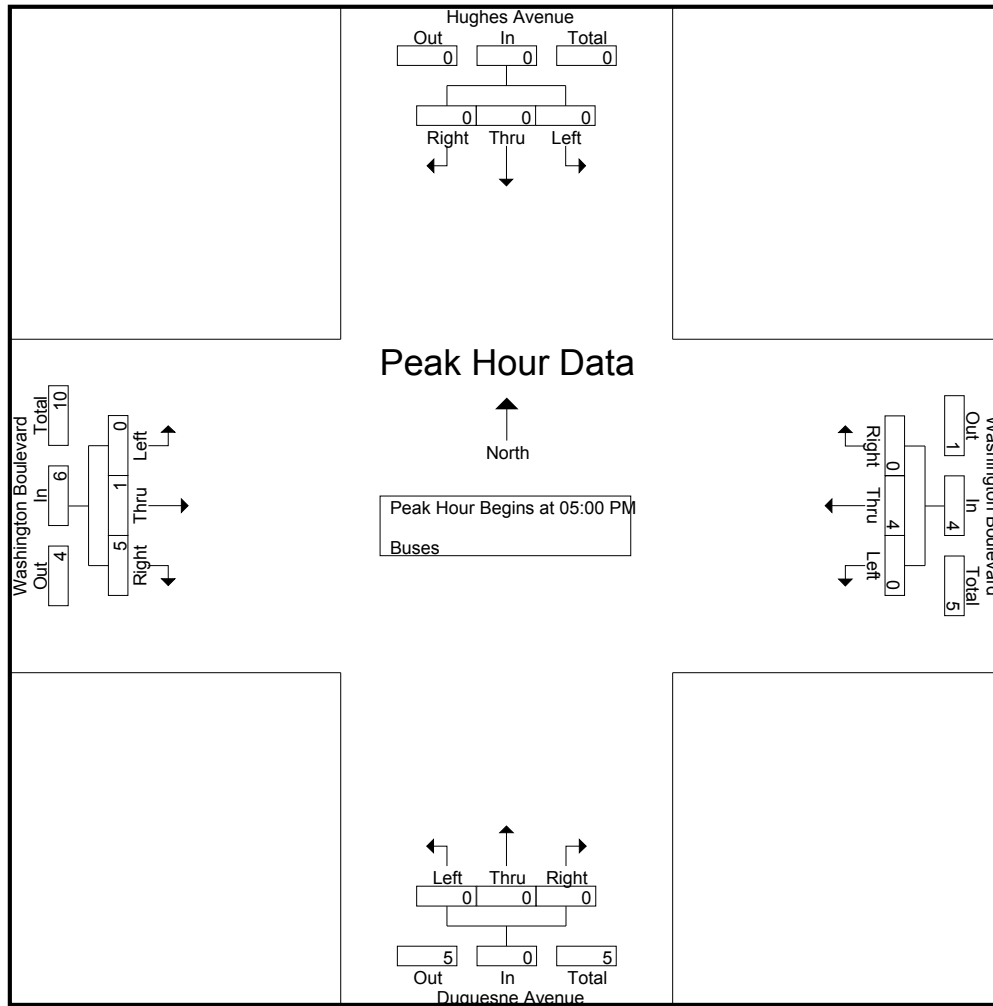
Groups Printed- Buses

|             | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 03:15 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 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                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| Total       | 0                        | 1    | 0     | 1          | 0                              | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                              | 0    | 4     | 4          | 9          |
| 04:00 PM    | 0                        | 0    | 0     | 0          | 1                              | 1    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 3          |
| 04:15 PM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 3          |
| 04:30 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 1     | 1          | 2          |
| 04:45 PM    | 0                        | 0    | 0     | 0          | 0                              | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 1          |
| Total       | 0                        | 0    | 0     | 0          | 1                              | 5    | 0     | 6          | 0                          | 0    | 0     | 0          | 0                              | 0    | 3     | 3          | 9          |
| 05:00 PM    | 0                        | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                              | 1    | 1     | 2          | 2          |
| 05:15 PM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| 05:30 PM    | 0                        | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0          |
| 05:45 PM    | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| Total       | 0                        | 0    | 0     | 0          | 0                              | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                              | 1    | 5     | 6          | 10         |
| Grand Total | 0                        | 1    | 0     | 1          | 1                              | 13   | 0     | 14         | 0                          | 0    | 0     | 0          | 0                              | 1    | 12    | 13         | 28         |
| Apprch %    | 0                        | 100  | 0     |            | 7.1                            | 92.9 | 0     |            | 0                          | 0    | 0     |            | 0                              | 7.7  | 92.3  |            |            |
| Total %     | 0                        | 3.6  | 0     | 3.6        | 3.6                            | 46.4 | 0     | 50         | 0                          | 0    | 0     | 0          | 0                              | 3.6  | 42.9  | 46.4       |            |

|                                                            | Hughes Avenue Southbound |      |       |            | Washington Boulevard Westbound |      |       |            | Duquesne Avenue Northbound |      |       |            | Washington 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 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                          | 0    | 0     | 0          | 0                              | 1    | 1     | 2          | 2          |
| 05:15 PM                                                   | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| 05:30 PM                                                   | 0                        | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0          |
| 05:45 PM                                                   | 0                        | 0    | 0     | 0          | 0                              | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                              | 0    | 2     | 2          | 4          |
| Total Volume                                               | 0                        | 0    | 0     | 0          | 0                              | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                              | 1    | 5     | 6          | 10         |
| % App. Total                                               | 0                        | 0    | 0     |            | 0                              | 100  | 0     |            | 0                          | 0    | 0     |            | 0                              | 16.7 | 83.3  |            |            |
| PHF                                                        | .000                     | .000 | .000  | .000       | .000                           | .500 | .000  | .500       | .000                       | .000 | .000  | .000       | .000                           | .250 | .625  | .750       | .625       |

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

File Name : CVCHUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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        | 0    | 0    | 0    | 0        | 1    | 1    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 2    | 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        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 2    | 2    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 0        | 0    | 0    | 0    | 0        | 1    | 5    | 6    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 16.7 | 83.3 | 0    |
| PHF          | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .250 | .625 | .750 |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Watsseka Avenue<br>Southbound |      |       |               |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |               |            | Int. Total |
|----------------------|-------------------------------|------|-------|---------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|---------------|------------|------------|
| Start Time           | Left                          | Thru | Right | Hard<br>Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard<br>Right | App. Total |            |
| 07:00 AM             | 0                             | 0    | 0     | 5             | 5          | 0                             | 142  | 142        | 7     | 291        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 210  | 0     | 210        | 5                                      | 56        | 0          | 2             | 63         | 569        |
| 07:15 AM             | 0                             | 0    | 0     | 6             | 6          | 0                             | 155  | 173        | 5     | 333        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 293  | 0     | 293        | 5                                      | 76        | 0          | 6             | 87         | 719        |
| 07:30 AM             | 0                             | 0    | 0     | 11            | 11         | 0                             | 202  | 170        | 6     | 378        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 301  | 0     | 301        | 11                                     | 88        | 0          | 6             | 105        | 795        |
| 07:45 AM             | 0                             | 0    | 0     | 6             | 6          | 0                             | 209  | 177        | 9     | 395        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 303  | 0     | 303        | 2                                      | 126       | 0          | 4             | 132        | 836        |
| Total                | 0                             | 0    | 0     | 28            | 28         | 0                             | 708  | 662        | 27    | 1397       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1107 | 0     | 1107       | 23                                     | 346       | 0          | 18            | 387        | 2919       |
| 08:00 AM             | 0                             | 0    | 0     | 11            | 11         | 0                             | 226  | 184        | 3     | 413        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 315  | 0     | 315        | 7                                      | 132       | 0          | 5             | 144        | 883        |
| 08:15 AM             | 0                             | 0    | 0     | 12            | 12         | 0                             | 176  | 183        | 8     | 367        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 284  | 0     | 284        | 6                                      | 131       | 0          | 10            | 147        | 810        |
| 08:30 AM             | 0                             | 0    | 0     | 13            | 13         | 0                             | 219  | 174        | 6     | 399        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 299  | 0     | 299        | 13                                     | 136       | 0          | 7             | 156        | 867        |
| 08:45 AM             | 0                             | 0    | 0     | 19            | 19         | 0                             | 209  | 153        | 11    | 373        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 257  | 0     | 257        | 9                                      | 157       | 0          | 8             | 174        | 823        |
| Total                | 0                             | 0    | 0     | 55            | 55         | 0                             | 830  | 694        | 28    | 1552       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1155 | 0     | 1155       | 35                                     | 556       | 0          | 30            | 621        | 3383       |
| 09:00 AM             | 0                             | 0    | 0     | 17            | 17         | 0                             | 202  | 171        | 11    | 384        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 257  | 0     | 257        | 16                                     | 118       | 0          | 4             | 138        | 796        |
| 09:15 AM             | 0                             | 0    | 0     | 18            | 18         | 0                             | 201  | 167        | 15    | 383        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 200  | 0     | 200        | 14                                     | 121       | 0          | 10            | 145        | 746        |
| 09:30 AM             | 0                             | 0    | 0     | 19            | 19         | 0                             | 196  | 164        | 8     | 368        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 178  | 0     | 178        | 13                                     | 109       | 0          | 12            | 134        | 699        |
| 09:45 AM             | 0                             | 0    | 0     | 10            | 10         | 0                             | 166  | 123        | 9     | 298        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 166  | 0     | 166        | 8                                      | 113       | 0          | 11            | 132        | 606        |
| Total                | 0                             | 0    | 0     | 64            | 64         | 0                             | 765  | 625        | 43    | 1433       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 801  | 0     | 801        | 51                                     | 461       | 0          | 37            | 549        | 2847       |
| Grand Total          | 0                             | 0    | 0     | 147           | 147        | 0                             | 2303 | 1981       | 98    | 4382       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3063 | 0     | 3063       | 109                                    | 1363      | 0          | 85            | 1557       | 9149       |
| Apprch %             | 0                             | 0    | 0     | 100           |            | 0                             | 52.6 | 45.2       | 2.2   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 7                                      | 87.5      | 0          | 5.5           |            |            |
| Total %              | 0                             | 0    | 0     | 1.6           | 1.6        | 0                             | 25.2 | 21.7       | 1.1   | 47.9       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 33.5 | 0     | 33.5       | 1.2                                    | 14.9      | 0          | 0.9           | 17         |            |
| Passenger Vehicles   | 0                             | 0    | 0     | 139           | 139        | 0                             | 2265 | 1921       | 91    | 4277       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3010 | 0     | 3010       | 107                                    | 1361      | 0          | 85            | 1553       | 8979       |
| % Passenger Vehicles | 0                             | 0    | 0     | 94.6          | 94.6       | 0                             | 98.3 | 97         | 92.9  | 97.6       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 98.3 | 0     | 98.3       | 98.2                                   | 99.9      | 0          | 100           | 99.7       | 98.1       |
| Dual Wheeled         | 0                             | 0    | 0     | 7             | 7          | 0                             | 30   | 29         | 7     | 66         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 27   | 0     | 27         | 2                                      | 2         | 0          | 0             | 4          | 104        |
| % Dual Wheeled       |                               |      |       |               |            |                               |      |            |       |            |                                        |           |      |       |            |                               |      |      |       |            |                                        |           |            |               |            |            |
| Buses                | 0                             | 0    | 0     | 1             | 1          | 0                             | 8    | 31         | 0     | 39         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 26   | 0     | 26         | 0                                      | 0         | 0          | 0             | 0          | 66         |
| % Buses              | 0                             | 0    | 0     | 0.7           | 0.7        | 0                             | 0.3  | 1.6        | 0     | 0.9        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0.8  | 0     | 0.8        | 0                                      | 0         | 0          | 0             | 0          | 0.7        |

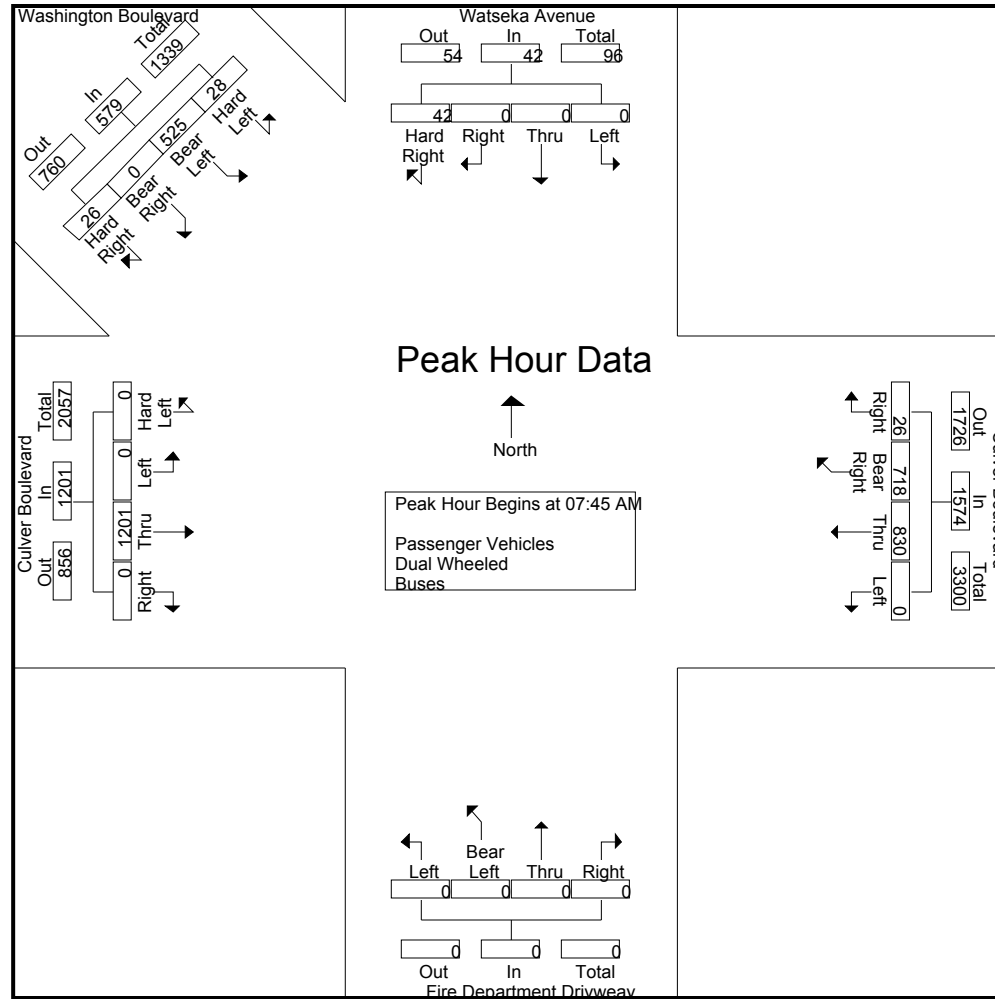
Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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|                                                            | Watseka Avenue<br>Southbound |      |       |               |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |               |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|---------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|---------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard<br>Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard<br>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                            | 0    | 0     | 6             | 6          | 0                             | 209  | 177        | 9     | 395        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 303  | 0     | 303        | 2                                      | 126       | 0          | 4             | 132        | 836        |  |
| 08:00 AM                                                   | 0                            | 0    | 0     | 11            | 11         | 0                             | 226  | 184        | 3     | 413        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 315  | 0     | 315        | 7                                      | 132       | 0          | 5             | 144        | 883        |  |
| 08:15 AM                                                   | 0                            | 0    | 0     | 12            | 12         | 0                             | 176  | 183        | 8     | 367        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 284  | 0     | 284        | 6                                      | 131       | 0          | 10            | 147        | 810        |  |
| 08:30 AM                                                   | 0                            | 0    | 0     | 13            | 13         | 0                             | 219  | 174        | 6     | 399        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 299  | 0     | 299        | 13                                     | 136       | 0          | 7             | 156        | 867        |  |
| Total Volume                                               | 0                            | 0    | 0     | 42            | 42         | 0                             | 830  | 718        | 26    | 1574       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1201 | 0     | 1201       | 28                                     | 525       | 0          | 26            | 579        | 3396       |  |
| % App. Total                                               | 0                            | 0    | 0     | 100           |            | 0                             | 52.7 | 45.6       | 1.7   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 4.8                                    | 90.7      | 0          | 4.5           |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .808          | .808       | .000                          | .918 | .976       | .722  | .953       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .953 | .000  | .953       | .538                                   | .965      | .000       | .650          | .928       | .961       |  |

Culver City  
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Counts Unlimited, Inc.  
PO Box 1178  
Corona, CA 92878  
(951) 268-6268

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
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File Name : CVCCUWAAM  
Site Code : 10516364  
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|            | Watseka Avenue<br>Southbound |      |       |               |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |               |            |            |
|------------|------------------------------|------|-------|---------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|---------------|------------|------------|
| Start Time | Left                         | Thru | Right | Hard<br>Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard<br>Right | App. Total | Int. Total |

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 |      |      |           |           | 07:45 AM |            |            |          |            | 07:00 AM |      |      |      |      | 07:15 AM |      |            |      |            | 08:00 AM  |            |      |           |            |
|--------------|----------|------|------|-----------|-----------|----------|------------|------------|----------|------------|----------|------|------|------|------|----------|------|------------|------|------------|-----------|------------|------|-----------|------------|
| +0 mins.     | 0        | 0    | 0    | <b>19</b> | <b>19</b> | 0        | 209        | 177        | <b>9</b> | 395        | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 293        | 0    | 293        | 7         | 132        | 0    | 5         | 144        |
| +15 mins.    | 0        | 0    | 0    | 17        | 17        | 0        | <b>226</b> | <b>184</b> | 3        | <b>413</b> | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 301        | 0    | 301        | 6         | 131        | 0    | <b>10</b> | 147        |
| +30 mins.    | 0        | 0    | 0    | 18        | 18        | 0        | 176        | 183        | 8        | 367        | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 303        | 0    | 303        | <b>13</b> | 136        | 0    | 7         | 156        |
| +45 mins.    | 0        | 0    | 0    | 19        | 19        | 0        | 219        | 174        | 6        | 399        | 0        | 0    | 0    | 0    | 0    | 0        | 0    | <b>315</b> | 0    | <b>315</b> | 9         | <b>157</b> | 0    | 8         | <b>174</b> |
| Total Volume | 0        | 0    | 0    | 73        | 73        | 0        | 830        | 718        | 26       | 1574       | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 1212       | 0    | 1212       | 35        | 556        | 0    | 30        | 621        |
| % App. Total | 0        | 0    | 0    | 100       |           | 0        | 52.7       | 45.6       | 1.7      |            | 0        | 0    | 0    | 0    |      | 0        | 0    | 100        | 0    |            | 5.6       | 89.5       | 0    | 4.8       |            |
| PHF          | .000     | .000 | .000 | .961      | .961      | .000     | .918       | .976       | .722     | .953       | .000     | .000 | .000 | .000 | .000 | .000     | .000 | .962       | .000 | .962       | .673      | .885       | .000 | .750      | .892       |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
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File Name : CVCCUWAAM  
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Page No : 1

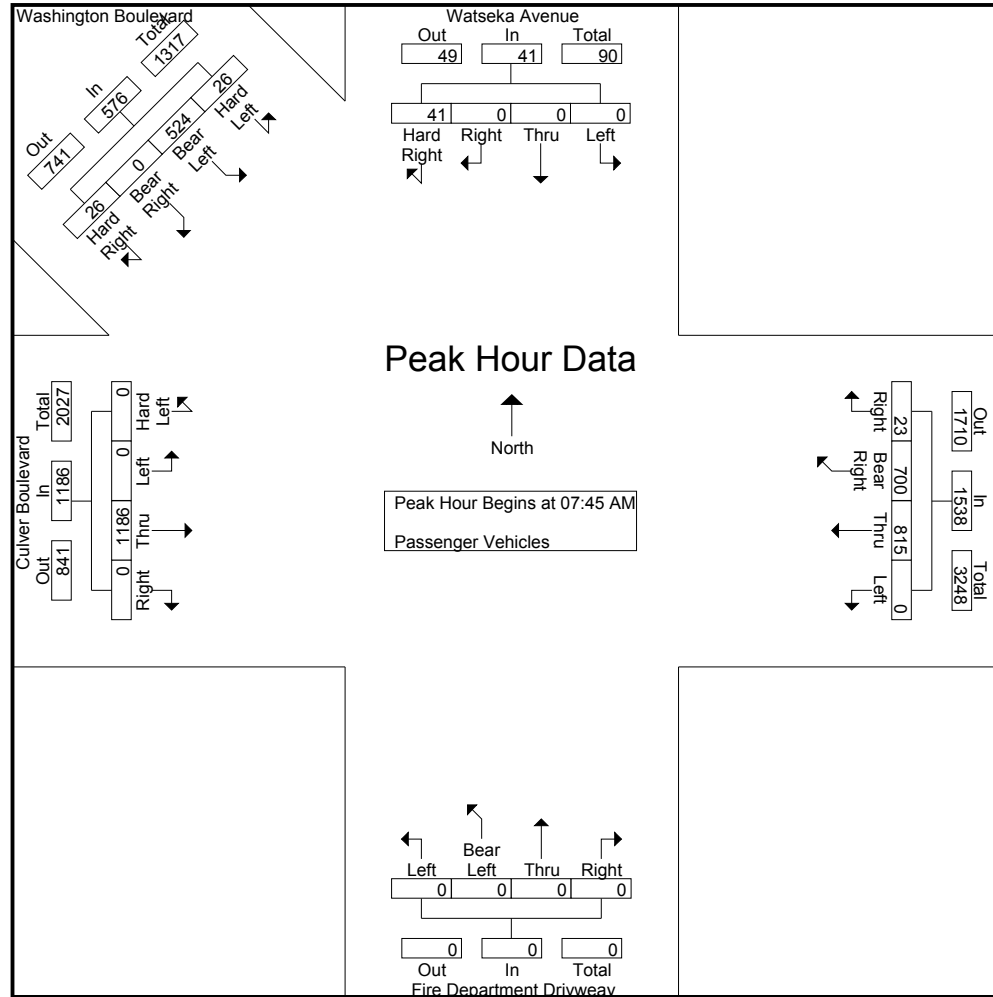
Groups Printed- Passenger Vehicles

|             | Watseka Avenue Southbound |      |       |            |            | Culver Boulevard Westbound |      |            |       |            | Fire Department Driveway Northbound |           |      |       |            | Culver Boulevard Eastbound |      |      |       |            | Washington Boulevard Southeastbound |           |            |            |            |            |
|-------------|---------------------------|------|-------|------------|------------|----------------------------|------|------------|-------|------------|-------------------------------------|-----------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------------------|-----------|------------|------------|------------|------------|
| Start Time  | Left                      | Thru | Right | Hard Right | App. Total | Left                       | Thru | Bear Right | Right | App. Total | Left                                | Bear Left | Thru | Right | App. Total | Hard Left                  | Left | Thru | Right | App. Total | Hard Left                           | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM    | 0                         | 0    | 0     | 5          | 5          | 0                          | 140  | 140        | 6     | 286        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 208  | 0     | 208        | 5                                   | 56        | 0          | 2          | 63         | 562        |
| 07:15 AM    | 0                         | 0    | 0     | 6          | 6          | 0                          | 154  | 165        | 5     | 324        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 286  | 0     | 286        | 5                                   | 76        | 0          | 6          | 87         | 703        |
| 07:30 AM    | 0                         | 0    | 0     | 11         | 11         | 0                          | 199  | 168        | 5     | 372        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 300  | 0     | 300        | 11                                  | 87        | 0          | 6          | 104        | 787        |
| 07:45 AM    | 0                         | 0    | 0     | 6          | 6          | 0                          | 207  | 171        | 8     | 386        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 298  | 0     | 298        | 2                                   | 125       | 0          | 4          | 131        | 821        |
| Total       | 0                         | 0    | 0     | 28         | 28         | 0                          | 700  | 644        | 24    | 1368       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 1092 | 0     | 1092       | 23                                  | 344       | 0          | 18         | 385        | 2873       |
| 08:00 AM    | 0                         | 0    | 0     | 10         | 10         | 0                          | 223  | 181        | 2     | 406        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 312  | 0     | 312        | 6                                   | 132       | 0          | 5          | 143        | 871        |
| 08:15 AM    | 0                         | 0    | 0     | 12         | 12         | 0                          | 174  | 179        | 7     | 360        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 280  | 0     | 280        | 5                                   | 131       | 0          | 10         | 146        | 798        |
| 08:30 AM    | 0                         | 0    | 0     | 13         | 13         | 0                          | 211  | 169        | 6     | 386        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 296  | 0     | 296        | 13                                  | 136       | 0          | 7          | 156        | 851        |
| 08:45 AM    | 0                         | 0    | 0     | 18         | 18         | 0                          | 206  | 147        | 11    | 364        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 253  | 0     | 253        | 9                                   | 157       | 0          | 8          | 174        | 809        |
| Total       | 0                         | 0    | 0     | 53         | 53         | 0                          | 814  | 676        | 26    | 1516       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 1141 | 0     | 1141       | 33                                  | 556       | 0          | 30         | 619        | 3329       |
| 09:00 AM    | 0                         | 0    | 0     | 16         | 16         | 0                          | 202  | 168        | 11    | 381        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 248  | 0     | 248        | 16                                  | 118       | 0          | 4          | 138        | 783        |
| 09:15 AM    | 0                         | 0    | 0     | 18         | 18         | 0                          | 197  | 159        | 15    | 371        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 193  | 0     | 193        | 14                                  | 121       | 0          | 10         | 145        | 727        |
| 09:30 AM    | 0                         | 0    | 0     | 17         | 17         | 0                          | 189  | 158        | 7     | 354        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 173  | 0     | 173        | 13                                  | 109       | 0          | 12         | 134        | 678        |
| 09:45 AM    | 0                         | 0    | 0     | 7          | 7          | 0                          | 163  | 116        | 8     | 287        | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 163  | 0     | 163        | 8                                   | 113       | 0          | 11         | 132        | 589        |
| Total       | 0                         | 0    | 0     | 58         | 58         | 0                          | 751  | 601        | 41    | 1393       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 777  | 0     | 777        | 51                                  | 461       | 0          | 37         | 549        | 2777       |
| Grand Total | 0                         | 0    | 0     | 139        | 139        | 0                          | 2265 | 1921       | 91    | 4277       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 3010 | 0     | 3010       | 107                                 | 1361      | 0          | 85         | 1553       | 8979       |
| Apprch %    | 0                         | 0    | 0     | 100        |            | 0                          | 53   | 44.9       | 2.1   |            | 0                                   | 0         | 0    | 0     |            | 0                          | 0    | 100  | 0     |            | 6.9                                 | 87.6      | 0          | 5.5        |            |            |
| Total %     | 0                         | 0    | 0     | 1.5        | 1.5        | 0                          | 25.2 | 21.4       | 1     | 47.6       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 33.5 | 0     | 33.5       | 1.2                                 | 15.2      | 0          | 0.9        | 17.3       |            |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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     | 6          | 6          | 0                             | 207  | 171        | 8     | 386        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 298  | 0     | 298        | 2                                      | 125       | 0          | 4          | 131        | 821        |  |
| 08:00 AM                                                   | 0                            | 0    | 0     | 10         | 10         | 0                             | 223  | 181        | 2     | 406        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 312  | 0     | 312        | 6                                      | 132       | 0          | 5          | 143        | 871        |  |
| 08:15 AM                                                   | 0                            | 0    | 0     | 12         | 12         | 0                             | 174  | 179        | 7     | 360        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 280  | 0     | 280        | 5                                      | 131       | 0          | 10         | 146        | 798        |  |
| 08:30 AM                                                   | 0                            | 0    | 0     | 13         | 13         | 0                             | 211  | 169        | 6     | 386        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 296  | 0     | 296        | 13                                     | 136       | 0          | 7          | 156        | 851        |  |
| Total Volume                                               | 0                            | 0    | 0     | 41         | 41         | 0                             | 815  | 700        | 23    | 1538       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1186 | 0     | 1186       | 26                                     | 524       | 0          | 26         | 576        | 3341       |  |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 53   | 45.5       | 1.5   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 4.5                                    | 91        | 0          | 4.5        |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .788       | .788       | .000                          | .914 | .967       | .719  | .947       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .950 | .000  | .950       | .500                                   | .963      | .000       | .650       | .923       | .959       |  |

Culver City  
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 E/W: Washington Boulevard/Culver Blvd  
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Culver City  
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|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |  |
| 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                      |      |      |       |            | 07:45 AM                               |           |            |            |            |            |  |
| +0 mins.                                                   | 0                            | 0    | 0     | 6          | 6          | 0                             | 207  | 171        | 8     | 386        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 298  | 0     | 298        | 2                                      | 125       | 0          | 4          | 131        |            |  |
| +15 mins.                                                  | 0                            | 0    | 0     | 10         | 10         | 0                             | 223  | 181        | 2     | 406        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 312  | 0     | 312        | 6                                      | 132       | 0          | 5          | 143        |            |  |
| +30 mins.                                                  | 0                            | 0    | 0     | 12         | 12         | 0                             | 174  | 179        | 7     | 360        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 280  | 0     | 280        | 5                                      | 131       | 0          | 10         | 146        |            |  |
| +45 mins.                                                  | 0                            | 0    | 0     | 13         | 13         | 0                             | 211  | 169        | 6     | 386        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 296  | 0     | 296        | 13                                     | 136       | 0          | 7          | 156        |            |  |
| Total Volume                                               | 0                            | 0    | 0     | 41         | 41         | 0                             | 815  | 700        | 23    | 1538       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1186 | 0     | 1186       | 26                                     | 524       | 0          | 26         | 576        |            |  |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 53   | 45.5       | 1.5   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 4.5                                    | 91        | 0          | 4.5        |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .788       | .788       | .000                          | .914 | .967       | .719  | .947       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .950 | .000  | .950       | .500                                   | .963      | .000       | .650       | .923       |            |  |

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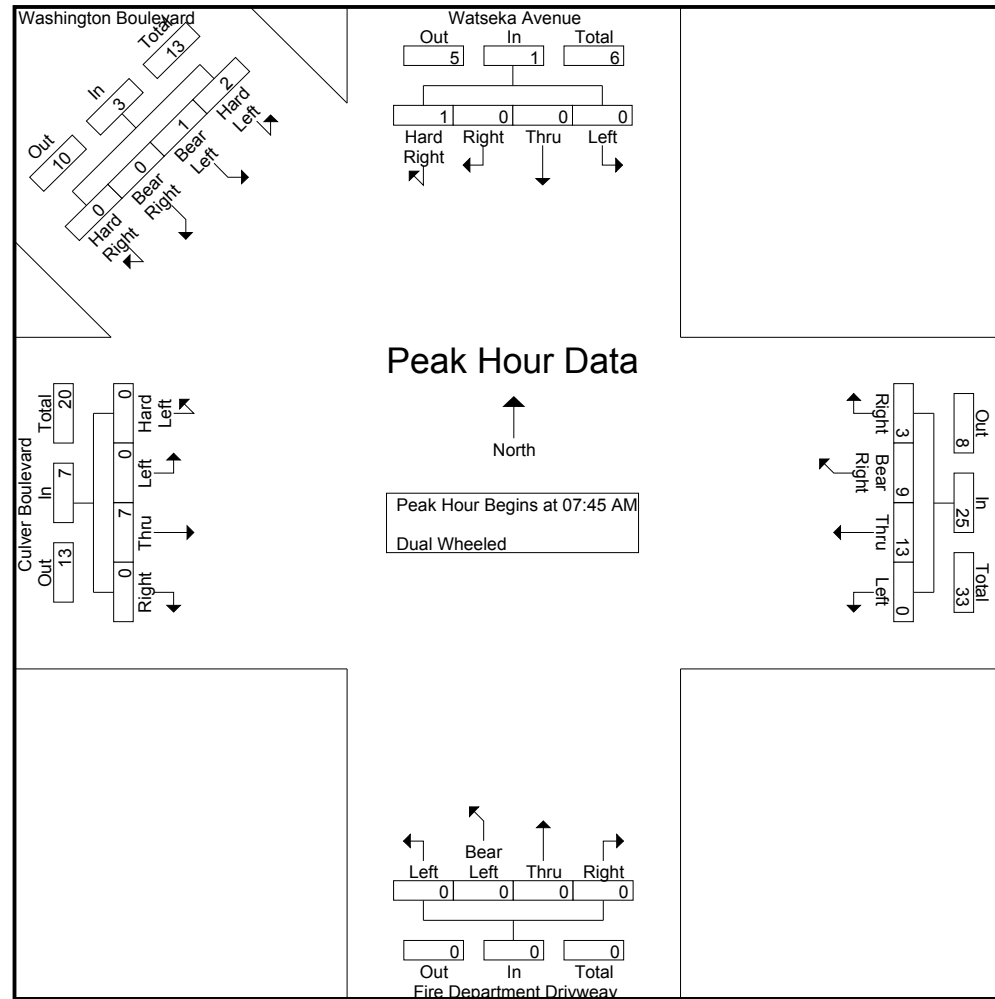
Groups Printed- Dual Wheeled

|             | Watseka Avenue Southbound |      |       |            |            | Culver Boulevard Westbound |      |            |       |            | Fire Department Driveway Northbound |           |      |       |            | Culver Boulevard Eastbound |      |      |       |            | Washington Boulevard Southeastbound |           |            |            |            |            |
|-------------|---------------------------|------|-------|------------|------------|----------------------------|------|------------|-------|------------|-------------------------------------|-----------|------|-------|------------|----------------------------|------|------|-------|------------|-------------------------------------|-----------|------------|------------|------------|------------|
| Start Time  | Left                      | Thru | Right | Hard Right | App. Total | Left                       | Thru | Bear Right | Right | App. Total | Left                                | Bear Left | Thru | Right | App. Total | Hard Left                  | Left | Thru | Right | App. Total | Hard Left                           | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 0    | 0          | 1     | 1          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 0    | 0     | 0          | 0                                   | 0         | 0          | 0          | 0          | 1          |
| 07:15 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 0    | 2          | 0     | 2          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 2    | 0     | 2          | 0                                   | 0         | 0          | 0          | 0          | 4          |
| 07:30 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 2    | 1          | 1     | 4          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 0    | 0     | 0          | 0                                   | 1         | 0          | 0          | 1          | 5          |
| 07:45 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 0    | 1          | 3     | 5          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 2    | 0     | 2          | 0                                   | 1         | 0          | 0          | 1          | 8          |
| Total       | 0                         | 0    | 0     | 0          | 0          | 0                          | 0    | 3          | 6     | 12         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 4    | 0     | 4          | 0                                   | 0         | 2          | 0          | 0          | 18         |
| 08:00 AM    | 0                         | 0    | 0     | 1          | 1          | 0                          | 3    | 1          | 1     | 5          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 2    | 0     | 2          | 1                                   | 0         | 0          | 0          | 1          | 9          |
| 08:15 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 1    | 1          | 1     | 3          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 1    | 0     | 1          | 1                                   | 0         | 0          | 0          | 1          | 5          |
| 08:30 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 8    | 4          | 0     | 12         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 2    | 0     | 2          | 0                                   | 0         | 0          | 0          | 0          | 14         |
| 08:45 AM    | 0                         | 0    | 0     | 1          | 1          | 0                          | 3    | 3          | 0     | 6          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 3    | 0     | 3          | 0                                   | 0         | 0          | 0          | 0          | 10         |
| Total       | 0                         | 0    | 0     | 2          | 2          | 0                          | 15   | 9          | 2     | 26         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 8    | 0     | 8          | 2                                   | 0         | 0          | 0          | 2          | 38         |
| 09:00 AM    | 0                         | 0    | 0     | 1          | 1          | 0                          | 0    | 0          | 0     | 0          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 6    | 0     | 6          | 0                                   | 0         | 0          | 0          | 0          | 7          |
| 09:15 AM    | 0                         | 0    | 0     | 0          | 0          | 0                          | 4    | 5          | 0     | 9          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 4    | 0     | 4          | 0                                   | 0         | 0          | 0          | 0          | 13         |
| 09:30 AM    | 0                         | 0    | 0     | 2          | 2          | 0                          | 5    | 4          | 1     | 10         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 3    | 0     | 3          | 0                                   | 0         | 0          | 0          | 0          | 15         |
| 09:45 AM    | 0                         | 0    | 0     | 2          | 2          | 0                          | 3    | 5          | 1     | 9          | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 2    | 0     | 2          | 0                                   | 0         | 0          | 0          | 0          | 13         |
| Total       | 0                         | 0    | 0     | 5          | 5          | 0                          | 12   | 14         | 2     | 28         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 15   | 0     | 15         | 0                                   | 0         | 0          | 0          | 0          | 48         |
| Grand Total | 0                         | 0    | 0     | 7          | 7          | 0                          | 30   | 29         | 7     | 66         | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 27   | 0     | 27         | 2                                   | 2         | 0          | 0          | 4          | 104        |
| Apprch %    | 0                         | 0    | 0     | 100        |            | 0                          | 45.5 | 43.9       | 10.6  |            | 0                                   | 0         | 0    | 0     |            | 0                          | 0    | 100  | 0     |            | 50                                  | 50        | 0          | 0          |            |            |
| Total %     | 0                         | 0    | 0     | 6.7        | 6.7        | 0                          | 28.8 | 27.9       | 6.7   | 63.5       | 0                                   | 0         | 0    | 0     | 0          | 0                          | 0    | 26   | 0     | 26         | 1.9                                 | 1.9       | 0          | 0          | 3.8        |            |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |    |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|----|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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                             | 1    | 3          | 1     | 5          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 1         | 0          | 0          | 0          | 1          | 8  |
| 08:00 AM                                                   | 0                            | 0    | 0     | 1          | 1          | 0                             | 3    | 1          | 1     | 5          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 1                                      | 0         | 0          | 0          | 0          | 1          | 9  |
| 08:15 AM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 1          | 1     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 1                                      | 0         | 0          | 0          | 0          | 1          | 5  |
| 08:30 AM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 8    | 4          | 0     | 12         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 14 |
| Total Volume                                               | 0                            | 0    | 0     | 1          | 1          | 0                             | 13   | 9          | 3     | 25         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 7    | 0     | 7          | 2                                      | 1         | 0          | 0          | 0          | 3          | 36 |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 52   | 36         | 12    |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 66.7                                   | 33.3      | 0          | 0          |            |            |    |
| PHF                                                        | .000                         | .000 | .000  | .250       | .250       | .000                          | .406 | .563       | .750  | .521       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .875 | .000  | .875       | .500                                   | .250      | .000       | .000       | .750       | .643       |    |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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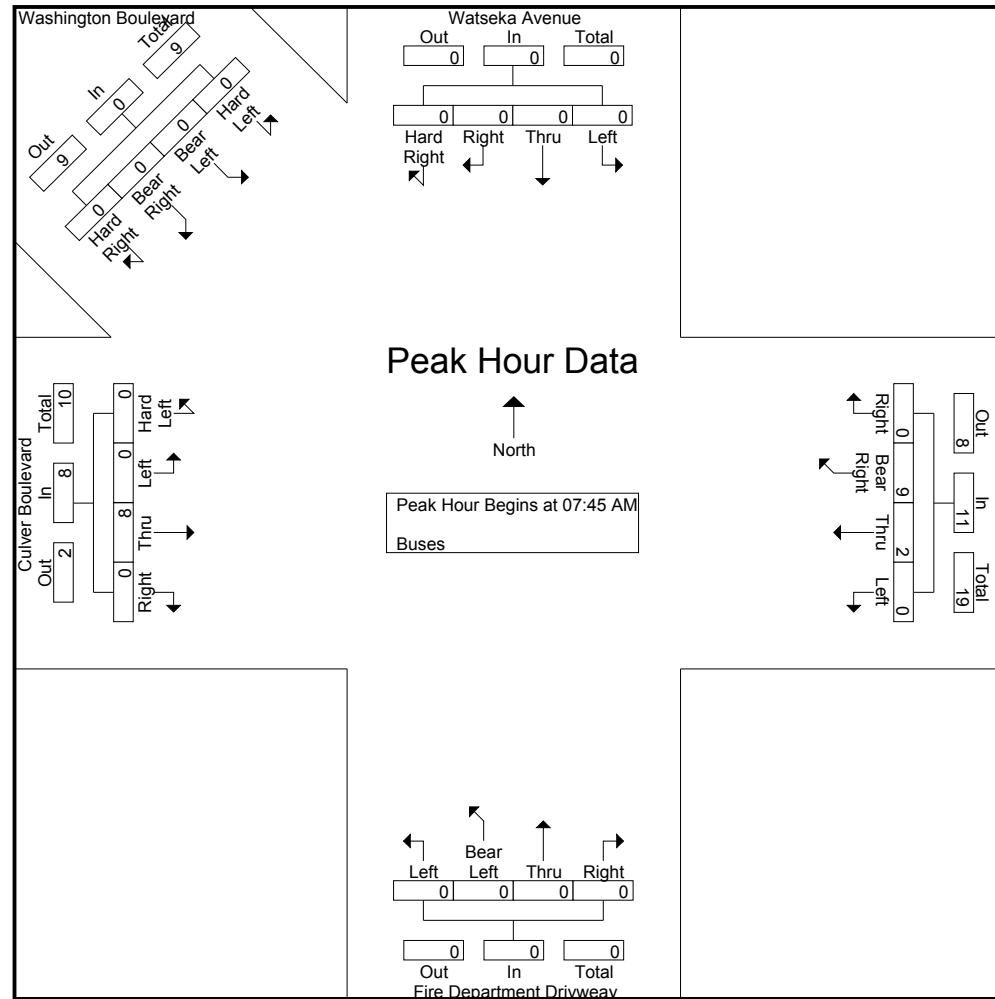
|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |  |
| 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                      |      |      |       |            | 07:45 AM                               |           |            |            |            |            |  |
| +0 mins.                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 1     | 5          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 1         | 0          | 0          | 0          | 1          |  |
| +15 mins.                                                  | 0                            | 0    | 0     | 1          | 1          | 0                             | 3    | 1          | 1     | 5          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 1                                      | 0         | 0          | 0          | 0          | 1          |  |
| +30 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 1          | 1     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 1                                      | 0         | 0          | 0          | 0          | 1          |  |
| +45 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 8    | 4          | 0     | 12         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          |  |
| Total Volume                                               | 0                            | 0    | 0     | 1          | 1          | 0                             | 13   | 9          | 3     | 25         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 7    | 0     | 7          | 2                                      | 1         | 0          | 0          | 0          | 3          |  |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 52   | 36         | 12    |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 66.7                                   | 33.3      | 0          | 0          |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .250       | .250       | .000                          | .406 | .563       | .750  | .521       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .875 | .000  | .875       | .500                                   | .250      | .000       | .000       |            | .750       |  |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

|             | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|-------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time  | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 07:00 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 6          |
| 07:15 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 6          | 0     | 7          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 5    | 0     | 5          | 0                                      | 0         | 0          | 0          | 0          | 12         |
| 07:30 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 1          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 3          |
| 07:45 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 7          |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 5    | 12         | 0     | 17         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 11   | 0     | 11         | 0                                      | 0         | 0          | 0          | 0          | 28         |
| 08:00 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 3          |
| 08:15 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 7          |
| 08:30 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 2          |
| 08:45 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 3          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 4          |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 9          | 0     | 10         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 0          | 0          | 0          | 16         |
| 09:00 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 3          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 6          |
| 09:15 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 3          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 6          |
| 09:30 AM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 6          |
| 09:45 AM    | 0                            | 0    | 0     | 1          | 1          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 4          |
| Total       | 0                            | 0    | 0     | 1          | 1          | 0                             | 2    | 10         | 0     | 12         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 9    | 0     | 9          | 0                                      | 0         | 0          | 0          | 0          | 22         |
| Grand Total | 0                            | 0    | 0     | 1          | 1          | 0                             | 8    | 31         | 0     | 39         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 26   | 0     | 26         | 0                                      | 0         | 0          | 0          | 0          | 66         |
| Apprch %    | 0                            | 0    | 0     | 100        |            | 0                             | 20.5 | 79.5       | 0     |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 0                                      | 0         | 0          | 0          |            |            |
| Total %     | 0                            | 0    | 0     | 1.5        | 1.5        | 0                             | 12.1 | 47         | 0     | 59.1       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 39.4 | 0     | 39.4       | 0                                      | 0         | 0          | 0          | 0          |            |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 7          |
| 08:00 AM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 3          |
| 08:15 AM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 7          |
| 08:30 AM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 2          |
| Total Volume                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 9          | 0     | 11         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 8    | 0     | 8          | 0                                      | 0         | 0          | 0          | 0          | 19         |
| % App. Total                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 18.2 | 81.8       | 0     |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 0                                      | 0         | 0          | 0          |            |            |
| PHF                                                        | .000                         | .000 | .000  | .000       | .000       | .000                          | .500 | .750       | .000  | .688       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .667 | .000  | .667       | .000                                   | .000      | .000       | .000       | .000       | .679       |



Culver City  
N/S: Watseka Avenue/Fire Department DW  
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File Name : CVCCUWAAM  
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Start Date : 5/25/2016  
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|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 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                      |      |      |       |            | 07:45 AM                               |           |            |            |            |            |
| +0 mins.                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 0          |
| +15 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          |
| +30 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 0          |
| +45 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          |
| Total Volume                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 9          | 0     | 11         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 8    | 0     | 8          | 0                                      | 0         | 0          | 0          | 0          | 0          |
| % App. Total                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 18.2 | 81.8       | 0     |            | 0                                      | 0         | 0    | 0     | 0          |                               | 0    | 0    | 100   | 0          |                                        | 0         | 0          | 0          | 0          |            |
| PHF                                                        | .000                         | .000 | .000  | .000       | .000       | .000                          | .500 | .750       | .000  | .688       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .667 | .000  | .667       | .000                                   | .000      | .000       | .000       | .000       | .000       |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Witseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|----------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time           | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM             | 0                            | 0    | 0     | 32         | 32         | 0                             | 184  | 113        | 6     | 303        | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 201  | 1     | 202        | 6                                      | 146       | 0          | 3          | 155        | 693        |
| 03:15 PM             | 0                            | 0    | 0     | 23         | 23         | 0                             | 178  | 105        | 3     | 286        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 243  | 0     | 243        | 7                                      | 161       | 0          | 4          | 172        | 724        |
| 03:30 PM             | 0                            | 0    | 0     | 18         | 18         | 0                             | 165  | 105        | 4     | 274        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 236  | 0     | 236        | 4                                      | 182       | 0          | 1          | 187        | 715        |
| 03:45 PM             | 0                            | 0    | 0     | 21         | 21         | 0                             | 187  | 109        | 5     | 301        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 217  | 0     | 217        | 2                                      | 148       | 0          | 2          | 152        | 691        |
| Total                | 0                            | 0    | 0     | 94         | 94         | 0                             | 714  | 432        | 18    | 1164       | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 897  | 1     | 898        | 19                                     | 637       | 0          | 10         | 666        | 2823       |
| 04:00 PM             | 0                            | 0    | 0     | 23         | 23         | 0                             | 173  | 96         | 3     | 272        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 233  | 0     | 233        | 3                                      | 168       | 0          | 3          | 174        | 702        |
| 04:15 PM             | 0                            | 0    | 0     | 22         | 22         | 0                             | 167  | 110        | 6     | 283        | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 261  | 0     | 261        | 5                                      | 183       | 0          | 7          | 195        | 763        |
| 04:30 PM             | 0                            | 0    | 0     | 29         | 29         | 0                             | 164  | 92         | 10    | 266        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 277  | 0     | 277        | 11                                     | 193       | 0          | 4          | 208        | 780        |
| 04:45 PM             | 0                            | 0    | 0     | 26         | 26         | 0                             | 152  | 95         | 17    | 264        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 262  | 0     | 262        | 8                                      | 172       | 0          | 5          | 185        | 737        |
| Total                | 0                            | 0    | 0     | 100        | 100        | 0                             | 656  | 393        | 36    | 1085       | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 1033 | 0     | 1033       | 27                                     | 716       | 0          | 19         | 762        | 2982       |
| 05:00 PM             | 0                            | 0    | 0     | 39         | 39         | 0                             | 191  | 106        | 6     | 303        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 301  | 0     | 301        | 6                                      | 192       | 0          | 6          | 204        | 847        |
| 05:15 PM             | 0                            | 0    | 0     | 37         | 37         | 0                             | 177  | 126        | 11    | 314        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 234  | 0     | 234        | 9                                      | 213       | 0          | 2          | 224        | 809        |
| 05:30 PM             | 0                            | 0    | 0     | 27         | 27         | 0                             | 182  | 106        | 7     | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 306  | 0     | 306        | 6                                      | 198       | 0          | 10         | 214        | 842        |
| 05:45 PM             | 0                            | 0    | 0     | 35         | 35         | 0                             | 183  | 106        | 10    | 299        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 274  | 0     | 274        | 6                                      | 216       | 0          | 5          | 227        | 835        |
| Total                | 0                            | 0    | 0     | 138        | 138        | 0                             | 733  | 444        | 34    | 1211       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1115 | 0     | 1115       | 27                                     | 819       | 0          | 23         | 869        | 3333       |
| Grand Total          | 0                            | 0    | 0     | 332        | 332        | 0                             | 2103 | 1269       | 88    | 3460       | 2                                      | 0         | 0    | 1     | 3          | 0                             | 0    | 3045 | 1     | 3046       | 73                                     | 2172      | 0          | 52         | 2297       | 9138       |
| Apprch %             | 0                            | 0    | 0     | 100        |            | 0                             | 60.8 | 36.7       | 2.5   |            | 66.7                                   | 0         | 0    | 33.3  |            | 0                             | 0    | 100  | 0     |            | 3.2                                    | 94.6      | 0          | 2.3        |            |            |
| Total %              | 0                            | 0    | 0     | 3.6        | 3.6        | 0                             | 23   | 13.9       | 1     | 37.9       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 33.3 | 0     | 33.3       | 0.8                                    | 23.8      | 0          | 0.6        | 25.1       |            |
| Passenger Vehicles   | 0                            | 0    | 0     | 331        | 331        | 0                             | 2081 | 1246       | 88    | 3415       | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 3005 | 1     | 3006       | 73                                     | 2163      | 0          | 52         | 2288       | 9041       |
| % Passenger Vehicles |                              |      |       |            |            |                               |      |            |       |            |                                        |           |      |       |            |                               |      |      |       |            |                                        |           |            |            |            |            |
| Dual Wheeled         | 0                            | 0    | 0     | 0          | 0          | 0                             | 13   | 3          | 0     | 16         | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 22   | 0     | 22         | 0                                      | 8         | 0          | 0          | 8          | 48         |
| % Dual Wheeled       | 0                            | 0    | 0     | 0          | 0          | 0                             | 0.6  | 0.2        | 0     | 0.5        | 100                                    | 0         | 0    | 0     | 66.7       | 0                             | 0    | 0.7  | 0     | 0.7        | 0                                      | 0.4       | 0          | 0          | 0.3        | 0.5        |
| Buses                | 0                            | 0    | 0     | 1          | 1          | 0                             | 9    | 20         | 0     | 29         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 18   | 0     | 18         | 0                                      | 1         | 0          | 0          | 1          | 49         |
| % Buses              | 0                            | 0    | 0     | 0.3        | 0.3        | 0                             | 0.4  | 1.6        | 0     | 0.8        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0.6  | 0     | 0.6        | 0                                      | 0         | 0          | 0          | 0          | 0.5        |

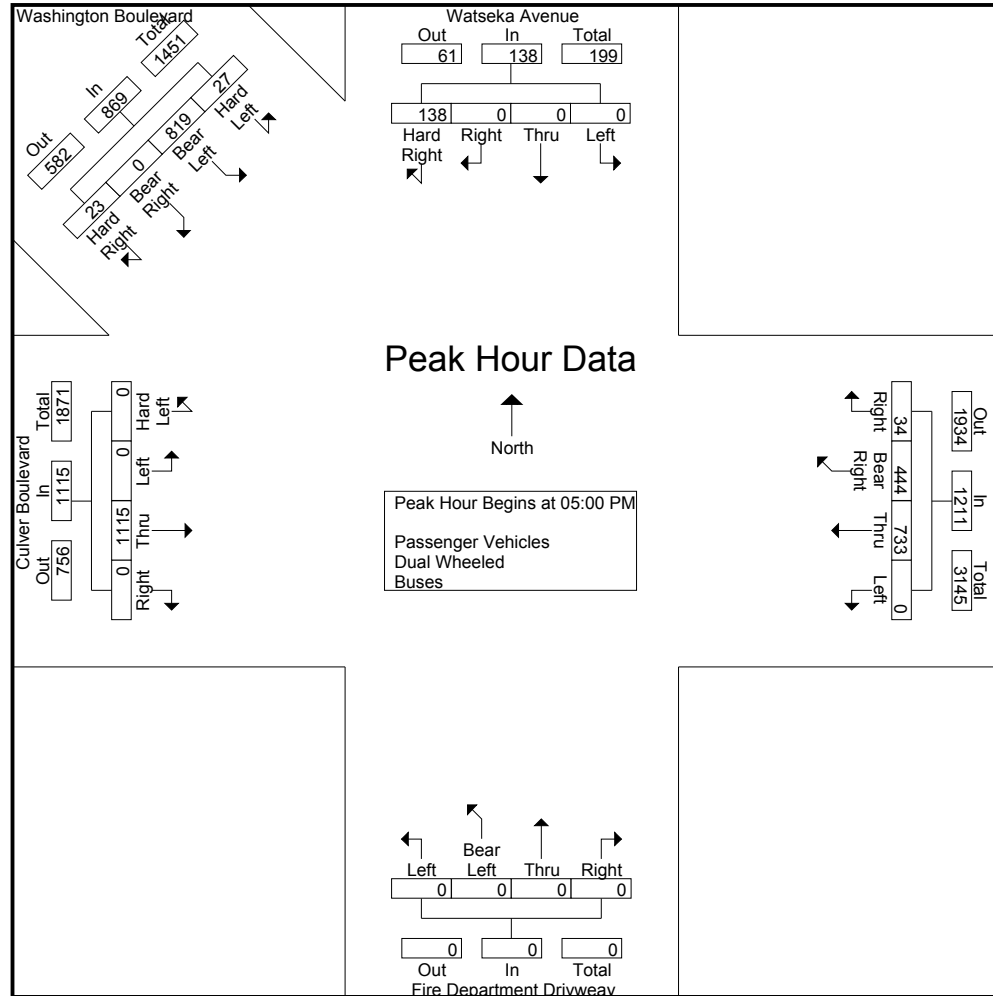
|              | Witseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|--------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time   | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 05:00 PM     | 0                            | 0    | 0     | 39         | 39         | 0                             | 191  | 106        | 6     | 303        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 301  | 0     | 301        | 6                                      | 192       | 0          | 6          | 204        | 847        |
| 05:15 PM     | 0                            | 0    | 0     | 37         | 37         | 0                             | 177  | 126        | 11    | 314        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 234  | 0     | 234        | 9                                      | 213       | 0          | 2          | 224        | 809        |
| 05:30 PM     | 0                            | 0    | 0     | 27         | 27         | 0                             | 182  | 106        | 7     | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 306  | 0     | 306        | 6                                      | 198       | 0          | 10         | 214        | 842        |
| 05:45 PM     | 0                            | 0    | 0     | 35         | 35         | 0                             | 183  | 106        | 10    | 299        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 274  | 0     | 274        | 6                                      | 216       | 0          | 5          | 227        | 835        |
| Total Volume | 0                            | 0    | 0     | 138        | 138        | 0                             | 733  | 444        | 34    | 1211       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1115 | 0     | 1115       | 27                                     | 819       | 0          | 23         | 869        | 3333       |
| % App. Total | 0                            | 0    | 0     | 100        |            | 0                             | 60.5 | 36.7       | 2.8   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 3.1                                    | 94.2      | 0          | 2.6        |            |            |
| PHF          | .000                         | .000 | .000  | .885       | .885       | .000                          | .959 | .881       | .773  | .964       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .911 | .000  | .911       | .750                                   | .948      | .000       | .575       | .957       | .984       |

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

Culver City  
 N/S: Watseka Avenue/Fire Department DW  
 E/W: Washington Boulevard/Culver Blvd  
 Weather: Clear

File Name : CVCCUWAPM  
 Site Code : 10516364  
 Start Date : 5/25/2016  
 Page No : 2



Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 3

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |  |
| 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                      |      |            |       |            | 03:30 PM                               |           |      |       |            | 05:00 PM                      |      |      |       |            | 05:00 PM                               |           |            |            |            |            |  |
| +0 mins.                                                   | 0                            | 0    | 0     | 39         | 39         | 0                             | 191  | 106        | 6     | 303        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 301  | 0     | 301        | 6                                      | 192       | 0          | 6          | 204        |            |  |
| +15 mins.                                                  | 0                            | 0    | 0     | 37         | 37         | 0                             | 177  | 126        | 11    | 314        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 234  | 0     | 234        | 9                                      | 213       | 0          | 2          | 224        |            |  |
| +30 mins.                                                  | 0                            | 0    | 0     | 27         | 27         | 0                             | 182  | 106        | 7     | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 306  | 0     | 306        | 6                                      | 198       | 0          | 10         | 214        |            |  |
| +45 mins.                                                  | 0                            | 0    | 0     | 35         | 35         | 0                             | 183  | 106        | 10    | 299        | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 274  | 0     | 274        | 6                                      | 216       | 0          | 5          | 227        |            |  |
| Total Volume                                               | 0                            | 0    | 0     | 138        | 138        | 0                             | 733  | 444        | 34    | 1211       | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 1115 | 0     | 1115       | 27                                     | 819       | 0          | 23         | 869        |            |  |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 60.5 | 36.7       | 2.8   |            | 100                                    | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 3.1                                    | 94.2      | 0          | 2.6        |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .885       | .885       | .000                          | .959 | .881       | .773  | .964       | .250                                   | .000      | .000 | .000  | .250       | .000                          | .000 | .911 | .000  | .911       | .750                                   | .948      | .000       | .575       | .957       |            |  |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

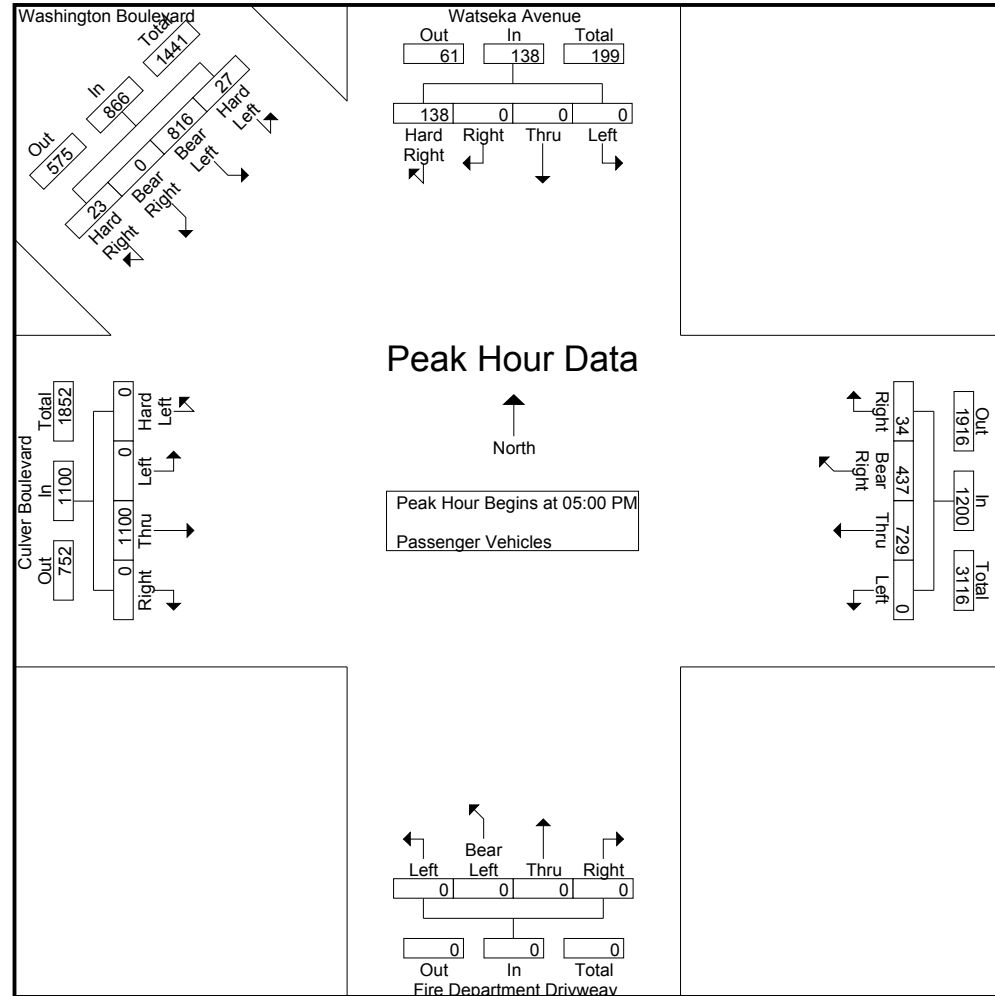
Groups Printed- Passenger Vehicles

|             | Watsseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|-------------|-------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time  | Left                          | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 03:00 PM    | 0                             | 0    | 0     | 32         | 32         | 0                             | 181  | 111        | 6     | 298        | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 197  | 1     | 198        | 6                                      | 145       | 0          | 3          | 154        | 683        |
| 03:15 PM    | 0                             | 0    | 0     | 22         | 22         | 0                             | 175  | 104        | 3     | 282        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 241  | 0     | 241        | 7                                      | 160       | 0          | 4          | 171        | 716        |
| 03:30 PM    | 0                             | 0    | 0     | 18         | 18         | 0                             | 164  | 104        | 4     | 272        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 233  | 0     | 233        | 4                                      | 182       | 0          | 1          | 187        | 710        |
| 03:45 PM    | 0                             | 0    | 0     | 21         | 21         | 0                             | 184  | 106        | 5     | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 212  | 0     | 212        | 2                                      | 147       | 0          | 2          | 151        | 679        |
| Total       | 0                             | 0    | 0     | 93         | 93         | 0                             | 704  | 425        | 18    | 1147       | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 883  | 1     | 884        | 19                                     | 634       | 0          | 10         | 663        | 2788       |
| 04:00 PM    | 0                             | 0    | 0     | 23         | 23         | 0                             | 171  | 94         | 3     | 268        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 231  | 0     | 231        | 3                                      | 167       | 0          | 3          | 173        | 695        |
| 04:15 PM    | 0                             | 0    | 0     | 22         | 22         | 0                             | 166  | 107        | 6     | 279        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 257  | 0     | 257        | 5                                      | 181       | 0          | 7          | 193        | 751        |
| 04:30 PM    | 0                             | 0    | 0     | 29         | 29         | 0                             | 160  | 89         | 10    | 259        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 275  | 0     | 275        | 11                                     | 193       | 0          | 4          | 208        | 771        |
| 04:45 PM    | 0                             | 0    | 0     | 26         | 26         | 0                             | 151  | 94         | 17    | 262        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 259  | 0     | 259        | 8                                      | 172       | 0          | 5          | 185        | 732        |
| Total       | 0                             | 0    | 0     | 100        | 100        | 0                             | 648  | 384        | 36    | 1068       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1022 | 0     | 1022       | 27                                     | 713       | 0          | 19         | 759        | 2949       |
| 05:00 PM    | 0                             | 0    | 0     | 39         | 39         | 0                             | 189  | 104        | 6     | 299        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 294  | 0     | 294        | 6                                      | 189       | 0          | 6          | 201        | 833        |
| 05:15 PM    | 0                             | 0    | 0     | 37         | 37         | 0                             | 177  | 125        | 11    | 313        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 230  | 0     | 230        | 9                                      | 213       | 0          | 2          | 224        | 804        |
| 05:30 PM    | 0                             | 0    | 0     | 27         | 27         | 0                             | 182  | 104        | 7     | 293        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 304  | 0     | 304        | 6                                      | 198       | 0          | 10         | 214        | 838        |
| 05:45 PM    | 0                             | 0    | 0     | 35         | 35         | 0                             | 181  | 104        | 10    | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 272  | 0     | 272        | 6                                      | 216       | 0          | 5          | 227        | 829        |
| Total       | 0                             | 0    | 0     | 138        | 138        | 0                             | 729  | 437        | 34    | 1200       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1100 | 0     | 1100       | 27                                     | 816       | 0          | 23         | 866        | 3304       |
| Grand Total | 0                             | 0    | 0     | 331        | 331        | 0                             | 2081 | 1246       | 88    | 3415       | 0                                      | 0         | 0    | 1     | 1          | 0                             | 0    | 3005 | 1     | 3006       | 73                                     | 2163      | 0          | 52         | 2288       | 9041       |
| Apprch %    | 0                             | 0    | 0     | 100        |            | 0                             | 60.9 | 36.5       | 2.6   |            | 0                                      | 0         | 0    | 100   |            | 0                             | 0    | 100  | 0     |            | 3.2                                    | 94.5      | 0          | 2.3        |            |            |
| Total %     | 0                             | 0    | 0     | 3.7        | 3.7        | 0                             | 23   | 13.8       | 1     | 37.8       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 33.2 | 0     | 33.2       | 0.8                                    | 23.9      | 0          | 0.6        | 25.3       |            |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |  |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|--|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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     | 39         | 39         | 0                             | 189  | 104        | 6     | 299        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 294  | 0     | 294        | 6                                      | 189       | 0          | 6          | 201        | 833        |  |
| 05:15 PM                                                   | 0                            | 0    | 0     | 37         | 37         | 0                             | 177  | 125        | 11    | 313        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 230  | 0     | 230        | 9                                      | 213       | 0          | 2          | 224        | 804        |  |
| 05:30 PM                                                   | 0                            | 0    | 0     | 27         | 27         | 0                             | 182  | 104        | 7     | 293        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 304  | 0     | 304        | 6                                      | 198       | 0          | 10         | 214        | 838        |  |
| 05:45 PM                                                   | 0                            | 0    | 0     | 35         | 35         | 0                             | 181  | 104        | 10    | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 272  | 0     | 272        | 6                                      | 216       | 0          | 5          | 227        | 829        |  |
| Total Volume                                               | 0                            | 0    | 0     | 138        | 138        | 0                             | 729  | 437        | 34    | 1200       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1100 | 0     | 1100       | 27                                     | 816       | 0          | 23         | 866        | 3304       |  |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 60.8 | 36.4       | 2.8   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 3.1                                    | 94.2      | 0          | 2.7        |            |            |  |
| PHF                                                        | .000                         | .000 | .000  | .885       | .885       | .000                          | .964 | .874       | .773  | .958       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .905 | .000  | .905       | .750                                   | .944      | .000       | .575       | .954       | .986       |  |

Culver City  
 N/S: Watseka Avenue/Fire Department DW  
 E/W: Washington Boulevard/Culver Blvd  
 Weather: Clear

File Name : CVCCUWAPM  
 Site Code : 10516364  
 Start Date : 5/25/2016  
 Page No : 2



Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 3

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |
| 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                      |      |      |       |            | 05:00 PM                               |           |            |            |            |            |
| +0 mins.                                                   | 0                            | 0    | 0     | 39         | 39         | 0                             | 189  | 104        | 6     | 299        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 294  | 0     | 294        | 6                                      | 189       | 0          | 6          | 201        |            |
| +15 mins.                                                  | 0                            | 0    | 0     | 37         | 37         | 0                             | 177  | 125        | 11    | 313        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 230  | 0     | 230        | 9                                      | 213       | 0          | 2          | 224        |            |
| +30 mins.                                                  | 0                            | 0    | 0     | 27         | 27         | 0                             | 182  | 104        | 7     | 293        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 304  | 0     | 304        | 6                                      | 198       | 0          | 10         | 214        |            |
| +45 mins.                                                  | 0                            | 0    | 0     | 35         | 35         | 0                             | 181  | 104        | 10    | 295        | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 272  | 0     | 272        | 6                                      | 216       | 0          | 5          | 227        |            |
| Total Volume                                               | 0                            | 0    | 0     | 138        | 138        | 0                             | 729  | 437        | 34    | 1200       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1100 | 0     | 1100       | 27                                     | 816       | 0          | 23         | 866        |            |
| % App. Total                                               | 0                            | 0    | 0     | 100        |            | 0                             | 60.8 | 36.4       | 2.8   |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 3.1                                    | 94.2      | 0          | 2.7        |            |            |
| PHF                                                        | .000                         | .000 | .000  | .885       | .885       | .000                          | .964 | .874       | .773  | .958       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .905 | .000  | .905       | .750                                   | .944      | .000       | .575       | .954       |            |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

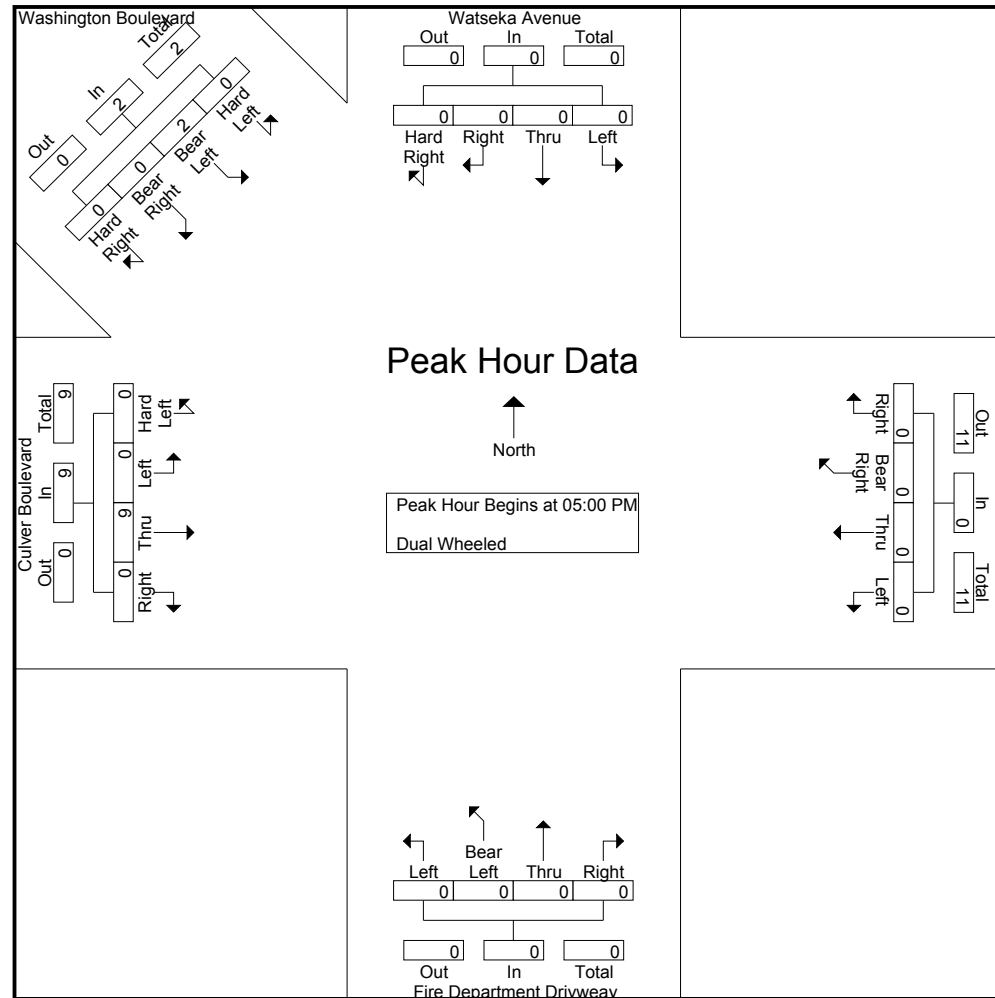
Groups Printed- Dual Wheeled

|             | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |    |
|-------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|----|
| Start Time  | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |    |
| 03:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 1          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 1          | 0          | 0          | 1          | 6  |
| 03:15 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 3    | 0          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 1         | 0          | 0          | 0          | 1          | 5  |
| 03:30 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 0          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| 03:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 1          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 1          | 0          | 0          | 1          | 7  |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 8    | 2          | 0     | 10         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 8    | 0     | 8          | 0                                      | 0         | 3          | 0          | 0          | 3          | 21 |
|             |                              |      |       |            |            |                               |      |            |       |            |                                        |           |      |       |            |                               |      |      |       |            |                                        |           |            |            |            |            |    |
| 04:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 0          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 1          | 0          | 0          | 1          | 3  |
| 04:15 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 2                                      | 0         | 0    | 0     | 0          | 2                             | 0    | 0    | 1     | 0          | 1                                      | 0         | 2          | 0          | 0          | 2          | 5  |
| 04:30 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 3    | 1          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 6  |
| 04:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 0          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 2  |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 5    | 1          | 0     | 6          | 2                                      | 0         | 0    | 0     | 0          | 2                             | 0    | 0    | 5     | 0          | 5                                      | 0         | 3          | 0          | 0          | 3          | 16 |
|             |                              |      |       |            |            |                               |      |            |       |            |                                        |           |      |       |            |                               |      |      |       |            |                                        |           |            |            |            |            |    |
| 05:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 2          | 0          | 0          | 2          | 8  |
| 05:15 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 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    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 1  |
| 05:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 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     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 9    | 0     | 9          | 0                                      | 0         | 2          | 0          | 0          | 2          | 11 |
|             |                              |      |       |            |            |                               |      |            |       |            |                                        |           |      |       |            |                               |      |      |       |            |                                        |           |            |            |            |            |    |
| Grand Total | 0                            | 0    | 0     | 0          | 0          | 0                             | 13   | 3          | 0     | 16         | 2                                      | 0         | 0    | 0     | 2          | 0                             | 0    | 22   | 0     | 22         | 0                                      | 0         | 8          | 0          | 0          | 8          | 48 |
| Apprch %    | 0                            | 0    | 0     | 0          |            | 0                             | 81.2 | 18.8       | 0     |            | 100                                    | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 0                                      | 100       | 0          | 0          |            |            |    |
| Total %     | 0                            | 0    | 0     | 0          | 0          | 0                             | 27.1 | 6.2        | 0     | 33.3       | 4.2                                    | 0         | 0    | 0     | 4.2        | 0                             | 0    | 45.8 | 0     | 45.8       | 0                                      | 16.7      | 0          | 0          | 16.7       |            |    |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |    |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|----|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 2          | 0          | 0          | 2          | 8  |
| 05:15 PM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 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    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 1  |
| 05:45 PM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 0     | 0          | 0                                      | 0         | 0          | 0          | 0          | 0          | 0  |
| Total Volume                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 9    | 0     | 9          | 0                                      | 0         | 2          | 0          | 0          | 2          | 11 |
| % App. Total                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 100  | 0     | 0          | 0                                      | 0         | 100        | 0          | 0          | 0          | 0  |
| PHF                                                        | .000                         | .000 | .000  | .000       | .000       | .000                          | .000 | .000       | .000  | .000       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .375 | .000  | .375       | .000                                   | .250      | .000       | .000       | .250       | .344       |    |

Culver City  
 N/S: Watseka Avenue/Fire Department DW  
 E/W: Washington Boulevard/Culver Blvd  
 Weather: Clear

File Name : CVCCUWAPM  
 Site Code : 10516364  
 Start Date : 5/25/2016  
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Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 3

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |   |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|---|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |   |
| 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                      |      |      |       |            | 05:00 PM                               |           |            |            |            |            |   |
| +0 mins.                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 6     | 0          | 6                                      | 0         | 2          | 0          | 0          | 0          | 2 |
| +15 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 2     | 0          | 2                                      | 0         | 0          | 0          | 0          | 0          |   |
| +30 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 1     | 0          | 1                                      | 0         | 0          | 0          | 0          | 0          |   |
| +45 mins.                                                  | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 0     | 0          | 0                                      | 0         | 0          | 0          | 0          | 0          |   |
| Total Volume                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 9    | 0     | 9          | 0                                      | 2         | 0          | 0          | 0          | 2          |   |
| % App. Total                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 0          | 0     | 0          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 100   | 0          | 0                                      | 100       | 0          | 0          | 0          | 0          |   |
| PHF                                                        | .000                         | .000 | .000  | .000       | .000       | .000                          | .000 | .000       | .000  | .000       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .000 | .375  | .000       | .375                                   | .000      | .250       | .000       | .000       | .250       |   |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

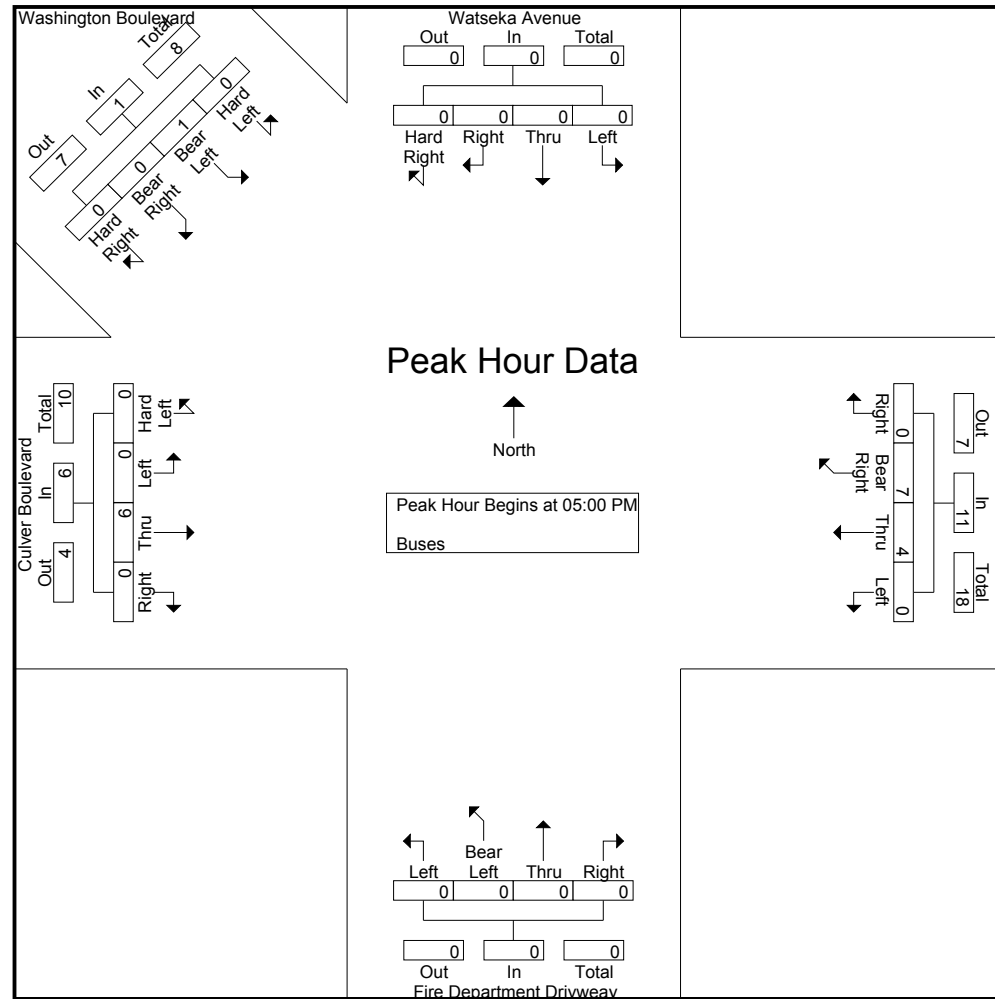
Groups Printed- Buses

|             | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |    |
|-------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|----|
| Start Time  | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |    |
| 03:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 1          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 4  |
| 03:15 PM    | 0                            | 0    | 0     | 1          | 1          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| 03:30 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 2  |
| 03:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 2          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 5  |
| Total       | 0                            | 0    | 0     | 1          | 1          | 0                             | 2    | 5          | 0     | 7          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 0          | 0          | 0          | 0          | 14 |
| 04:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 2          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 4  |
| 04:15 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 3          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 3    | 0     | 3          | 0                                      | 0         | 0          | 0          | 0          | 0          | 7  |
| 04:30 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 1    | 2          | 0     | 3          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 0    | 0     | 0          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| 04:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 3    | 8          | 0     | 11         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 0          | 0          | 0          | 0          | 17 |
| 05:00 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 1          | 0          | 0          | 1          | 6  |
| 05:15 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| 05:30 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 3  |
| 05:45 PM    | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 6  |
| Total       | 0                            | 0    | 0     | 0          | 0          | 0                             | 4    | 7          | 0     | 11         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 0         | 1          | 0          | 0          | 1          | 18 |
| Grand Total | 0                            | 0    | 0     | 1          | 1          | 0                             | 9    | 20         | 0     | 29         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 18   | 0     | 18         | 0                                      | 1         | 0          | 0          | 0          | 1          | 49 |
| Apprch %    | 0                            | 0    | 0     | 100        |            | 0                             | 31   | 69         | 0     |            | 0                                      | 0         | 0    | 0     |            | 0                             | 0    | 100  | 0     |            | 0                                      | 100       | 0          | 0          |            |            |    |
| Total %     | 0                            | 0    | 0     | 2          | 2          | 0                             | 18.4 | 40.8       | 0     | 59.2       | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 36.7 | 0     | 36.7       | 0                                      | 2         | 0          | 0          |            | 2          |    |

|                                                            | Watseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |    |   |
|------------------------------------------------------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|----|---|
| Start Time                                                 | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard 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                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 1         | 0          | 1          | 0          | 0          | 1  | 6 |
| 05:15 PM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 1          | 0     | 1          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 0  | 3 |
| 05:30 PM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 0    | 2          | 0     | 2          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 1    | 0     | 1          | 0                                      | 0         | 0          | 0          | 0          | 0          | 0  | 3 |
| 05:45 PM                                                   | 0                            | 0    | 0     | 0          | 0          | 0                             | 2    | 2          | 0     | 4          | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 2    | 0     | 2          | 0                                      | 0         | 0          | 0          | 0          | 0          | 0  | 6 |
| Total Volume                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 4    | 7          | 0     | 11         | 0                                      | 0         | 0    | 0     | 0          | 0                             | 0    | 6    | 0     | 6          | 0                                      | 1         | 0          | 0          | 0          | 1          | 18 |   |
| % App. Total                                               | 0                            | 0    | 0     | 0          | 0          | 0                             | 36.4 | 63.6       | 0     |            | 0                                      | 0         | 0    | 0     | 0          |                               | 0    | 0    | 100   | 0          |                                        | 0         | 100        | 0          | 0          |            |    |   |
| PHF                                                        | .000                         | .000 | .000  | .000       | .000       | .000                          | .500 | .875       | .000  | .688       | .000                                   | .000      | .000 | .000  | .000       | .000                          | .000 | .750 | .000  | .750       | .000                                   | .250      | .000       | .000       | .250       | .750       |    |   |

Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



Culver City  
N/S: Watseka Avenue/Fire Department DW  
E/W: Washington Boulevard/Culver Blvd  
Weather: Clear

File Name : CVCCUWAPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 3

|            | Witseka Avenue<br>Southbound |      |       |            |            | Culver Boulevard<br>Westbound |      |            |       |            | Fire Department Driveway<br>Northbound |           |      |       |            | Culver Boulevard<br>Eastbound |      |      |       |            | Washington Boulevard<br>Southeastbound |           |            |            |            |            |
|------------|------------------------------|------|-------|------------|------------|-------------------------------|------|------------|-------|------------|----------------------------------------|-----------|------|-------|------------|-------------------------------|------|------|-------|------------|----------------------------------------|-----------|------------|------------|------------|------------|
| Start Time | Left                         | Thru | Right | Hard Right | App. Total | Left                          | Thru | Bear Right | Right | App. Total | Left                                   | Bear Left | Thru | Right | App. Total | Hard Left                     | Left | Thru | Right | App. Total | Hard Left                              | Bear Left | Bear Right | Hard Right | App. Total | Int. Total |

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 |      |      |      |      | 05:00 PM |      |      |      |      |   |
|--------------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|---|
| +0 mins.     | 0        | 0    | 0    | 0    | 0    | 0        | 2    | 2    | 0    | 4    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 1    | 0    | 1    | 0        | 1    | 0    | 0    | 0    | 1 |
| +15 mins.    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 1    | 0    | 1        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 2    | 0    | 2        | 0    | 0    | 0    | 0    | 0 |
| +30 mins.    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 1    | 0    | 1        | 0    | 0    | 0    | 0    | 0 |
| +45 mins.    | 0        | 0    | 0    | 0    | 0    | 0        | 2    | 2    | 0    | 4    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 2    | 0    | 2        | 0    | 0    | 0    | 0    | 0 |
| Total Volume | 0        | 0    | 0    | 0    | 0    | 0        | 4    | 7    | 0    | 11   | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 6    | 0    | 6    | 0        | 1    | 0    | 0    | 0    | 1 |
| % App. Total | 0        | 0    | 0    | 0    | 0    | 0        | 36.4 | 63.6 | 0    |      | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 100  | 0    |      | 0        | 100  | 0    | 0    | 0    |   |
| PHF          | .000     | .000 | .000 | .000 | .000 | .000     | .500 | .875 | .000 | .688 | .000     | .000 | .000 | .000 | .000 | .000     | .000 | .750 | .000 | .750 | .000     | .250 | .000 | .000 | .250 |   |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

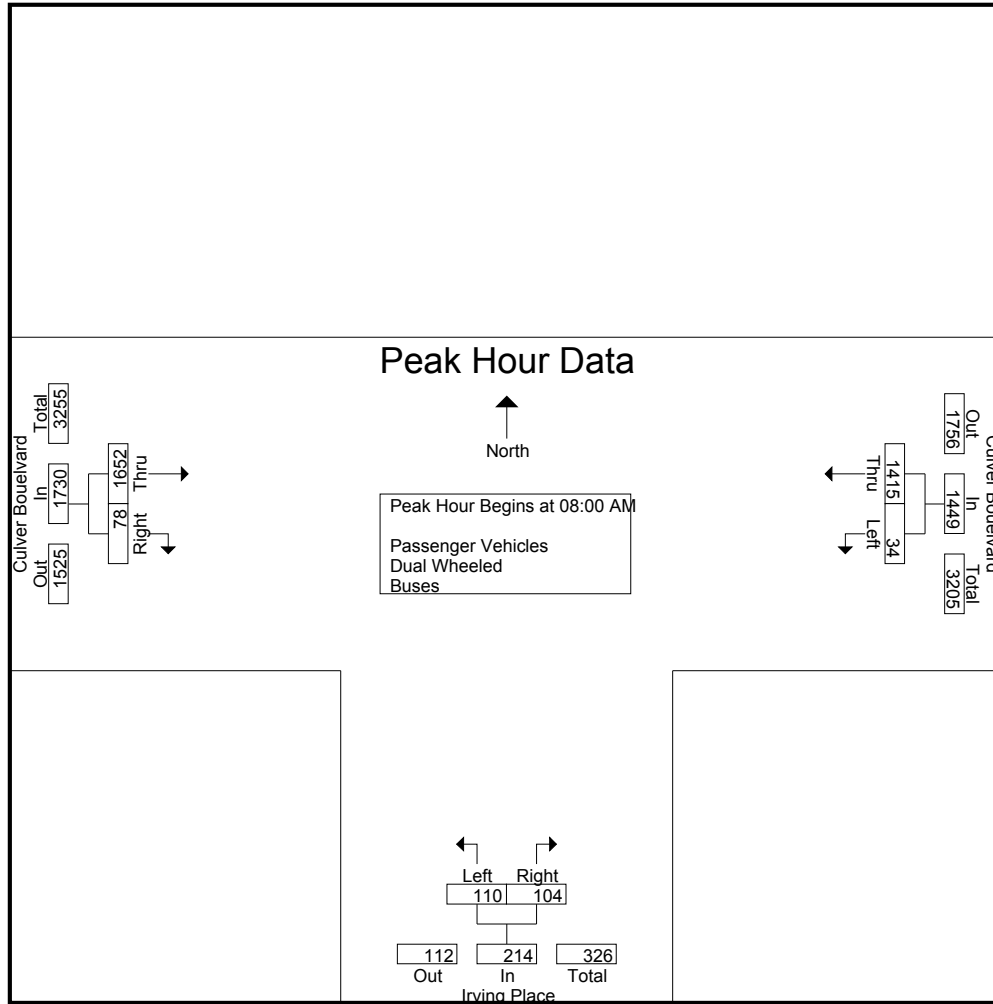
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|----------------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time           | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 07:00 AM             | 0                             | 273  | 273        | 11                         | 9     | 20         | 263                           | 4     | 267        | 560        |
| 07:15 AM             | 8                             | 302  | 310        | 10                         | 14    | 24         | 364                           | 2     | 366        | 700        |
| 07:30 AM             | 5                             | 353  | 358        | 16                         | 15    | 31         | 383                           | 8     | 391        | 780        |
| 07:45 AM             | 9                             | 361  | 370        | 19                         | 15    | 34         | 396                           | 13    | 409        | 813        |
| Total                | 22                            | 1289 | 1311       | 56                         | 53    | 109        | 1406                          | 27    | 1433       | 2853       |
| 08:00 AM             | 10                            | 380  | 390        | 26                         | 26    | 52         | 434                           | 18    | 452        | 894        |
| 08:15 AM             | 12                            | 336  | 348        | 25                         | 22    | 47         | 388                           | 33    | 421        | 816        |
| 08:30 AM             | 5                             | 352  | 357        | 39                         | 27    | 66         | 411                           | 23    | 434        | 857        |
| 08:45 AM             | 7                             | 347  | 354        | 20                         | 29    | 49         | 419                           | 4     | 423        | 826        |
| Total                | 34                            | 1415 | 1449       | 110                        | 104   | 214        | 1652                          | 78    | 1730       | 3393       |
| 09:00 AM             | 6                             | 356  | 362        | 17                         | 12    | 29         | 379                           | 4     | 383        | 774        |
| 09:15 AM             | 5                             | 363  | 368        | 13                         | 12    | 25         | 321                           | 5     | 326        | 719        |
| 09:30 AM             | 7                             | 336  | 343        | 15                         | 20    | 35         | 282                           | 9     | 291        | 669        |
| 09:45 AM             | 8                             | 269  | 277        | 11                         | 11    | 22         | 272                           | 3     | 275        | 574        |
| Total                | 26                            | 1324 | 1350       | 56                         | 55    | 111        | 1254                          | 21    | 1275       | 2736       |
| Grand Total          | 82                            | 4028 | 4110       | 222                        | 212   | 434        | 4312                          | 126   | 4438       | 8982       |
| Apprch %             | 2                             | 98   |            | 51.2                       | 48.8  |            | 97.2                          | 2.8   |            |            |
| Total %              | 0.9                           | 44.8 | 45.8       | 2.5                        | 2.4   | 4.8        | 48                            | 1.4   | 49.4       |            |
| Passenger Vehicles   | 81                            | 3964 | 4045       | 218                        | 211   | 429        | 4263                          | 120   | 4383       | 8857       |
| % Passenger Vehicles | 98.8                          | 98.4 | 98.4       | 98.2                       | 99.5  | 98.8       | 98.9                          | 95.2  | 98.8       | 98.6       |
| Dual Wheeled         | 1                             | 38   | 39         | 4                          | 1     | 5          | 22                            | 6     | 28         | 72         |
| % Dual Wheeled       | 1.2                           | 0.9  | 0.9        | 1.8                        | 0.5   | 1.2        | 0.5                           | 4.8   | 0.6        | 0.8        |
| Buses                | 0                             | 26   | 26         | 0                          | 0     | 0          | 27                            | 0     | 27         | 53         |
| % Buses              | 0                             | 0.6  | 0.6        | 0                          | 0     | 0          | 0.6                           | 0     | 0.6        | 0.6        |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                                                   | 10                            | 380  | 390        | 26                         | 26    | 52         | 434                           | 18    | 452        | 894        |
| 08:15 AM                                                   | 12                            | 336  | 348        | 25                         | 22    | 47         | 388                           | 33    | 421        | 816        |
| 08:30 AM                                                   | 5                             | 352  | 357        | 39                         | 27    | 66         | 411                           | 23    | 434        | 857        |
| 08:45 AM                                                   | 7                             | 347  | 354        | 20                         | 29    | 49         | 419                           | 4     | 423        | 826        |
| Total Volume                                               | 34                            | 1415 | 1449       | 110                        | 104   | 214        | 1652                          | 78    | 1730       | 3393       |
| % App. Total                                               | 2.3                           | 97.7 |            | 51.4                       | 48.6  |            | 95.5                          | 4.5   |            |            |
| PHF                                                        | .708                          | .931 | .929       | .705                       | .897  | .811       | .952                          | .591  | .957       | .949       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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:

|              | 07:30 AM  |            |            | 08:00 AM  |           |           | 08:00 AM   |           |            |
|--------------|-----------|------------|------------|-----------|-----------|-----------|------------|-----------|------------|
| +0 mins.     | 5         | 353        | 358        | 26        | 26        | 52        | <b>434</b> | 18        | <b>452</b> |
| +15 mins.    | 9         | 361        | 370        | 25        | 22        | 47        | 388        | <b>33</b> | 421        |
| +30 mins.    | 10        | <b>380</b> | <b>390</b> | <b>39</b> | 27        | <b>66</b> | 411        | 23        | 434        |
| +45 mins.    | <b>12</b> | 336        | 348        | 20        | <b>29</b> | 49        | 419        | 4         | 423        |
| Total Volume | 36        | 1430       | 1466       | 110       | 104       | 214       | 1652       | 78        | 1730       |
| % App. Total | 2.5       | 97.5       |            | 51.4      | 48.6      |           | 95.5       | 4.5       |            |
| PHF          | .750      | .941       | .940       | .705      | .897      | .811      | .952       | .591      | .957       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

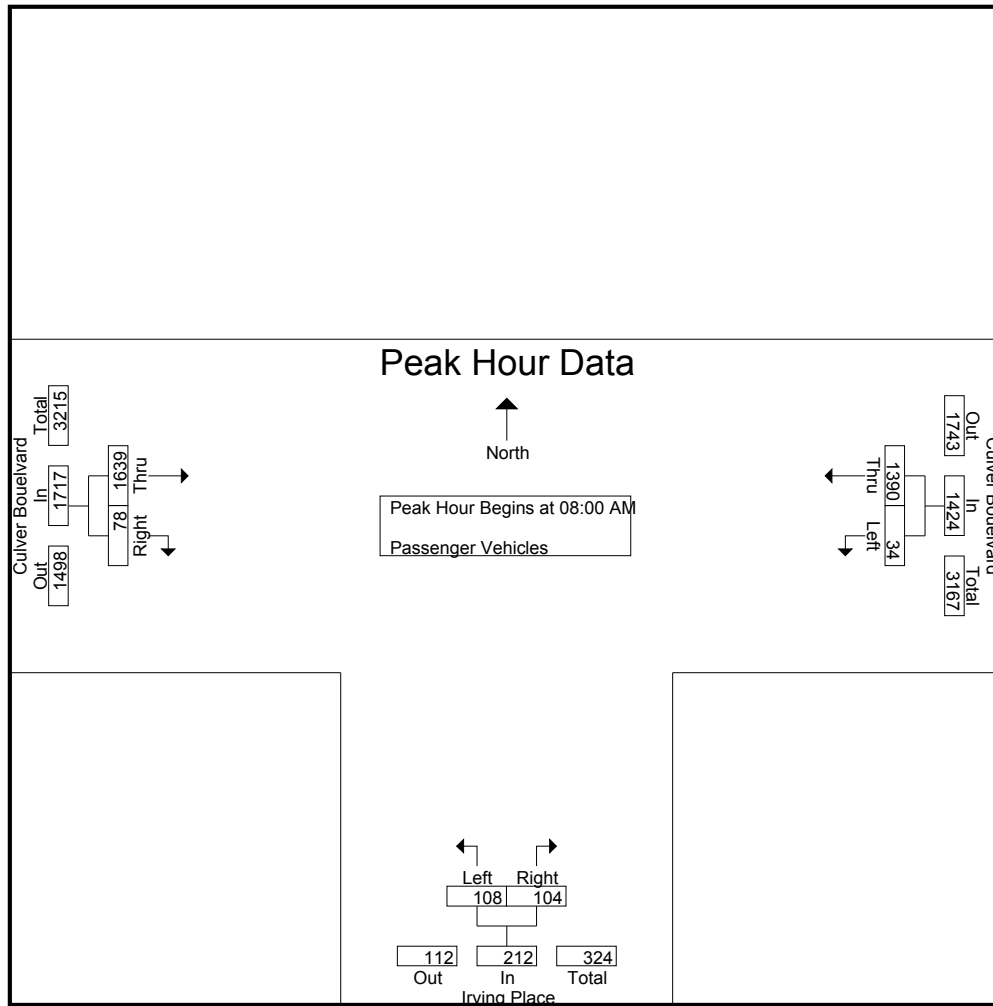
Groups Printed- Passenger Vehicles

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|-------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time  | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 07:00 AM    | 0                             | 271  | 271        | 11                         | 9     | 20         | 261                           | 4     | 265        | 556        |
| 07:15 AM    | 8                             | 301  | 309        | 10                         | 14    | 24         | 357                           | 2     | 359        | 692        |
| 07:30 AM    | 5                             | 352  | 357        | 16                         | 15    | 31         | 382                           | 8     | 390        | 778        |
| 07:45 AM    | 9                             | 361  | 370        | 18                         | 15    | 33         | 391                           | 12    | 403        | 806        |
| Total       | 22                            | 1285 | 1307       | 55                         | 53    | 108        | 1391                          | 26    | 1417       | 2832       |
| 08:00 AM    | 10                            | 378  | 388        | 26                         | 26    | 52         | 431                           | 18    | 449        | 889        |
| 08:15 AM    | 12                            | 330  | 342        | 25                         | 22    | 47         | 384                           | 33    | 417        | 806        |
| 08:30 AM    | 5                             | 342  | 347        | 39                         | 27    | 66         | 409                           | 23    | 432        | 845        |
| 08:45 AM    | 7                             | 340  | 347        | 18                         | 29    | 47         | 415                           | 4     | 419        | 813        |
| Total       | 34                            | 1390 | 1424       | 108                        | 104   | 212        | 1639                          | 78    | 1717       | 3353       |
| 09:00 AM    | 6                             | 353  | 359        | 17                         | 12    | 29         | 371                           | 2     | 373        | 761        |
| 09:15 AM    | 5                             | 351  | 356        | 13                         | 11    | 24         | 315                           | 5     | 320        | 700        |
| 09:30 AM    | 7                             | 324  | 331        | 15                         | 20    | 35         | 278                           | 7     | 285        | 651        |
| 09:45 AM    | 7                             | 261  | 268        | 10                         | 11    | 21         | 269                           | 2     | 271        | 560        |
| Total       | 25                            | 1289 | 1314       | 55                         | 54    | 109        | 1233                          | 16    | 1249       | 2672       |
| Grand Total | 81                            | 3964 | 4045       | 218                        | 211   | 429        | 4263                          | 120   | 4383       | 8857       |
| Apprch %    | 2                             | 98   |            | 50.8                       | 49.2  |            | 97.3                          | 2.7   |            |            |
| Total %     | 0.9                           | 44.8 | 45.7       | 2.5                        | 2.4   | 4.8        | 48.1                          | 1.4   | 49.5       |            |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                                                   | 10                            | 378  | 388        | 26                         | 26    | 52         | 431                           | 18    | 449        | 889        |
| 08:15 AM                                                   | 12                            | 330  | 342        | 25                         | 22    | 47         | 384                           | 33    | 417        | 806        |
| 08:30 AM                                                   | 5                             | 342  | 347        | 39                         | 27    | 66         | 409                           | 23    | 432        | 845        |
| 08:45 AM                                                   | 7                             | 340  | 347        | 18                         | 29    | 47         | 415                           | 4     | 419        | 813        |
| Total Volume                                               | 34                            | 1390 | 1424       | 108                        | 104   | 212        | 1639                          | 78    | 1717       | 3353       |
| % App. Total                                               | 2.4                           | 97.6 |            | 50.9                       | 49.1  |            | 95.5                          | 4.5   |            |            |
| PHF                                                        | .708                          | .919 | .918       | .692                       | .897  | .803       | .951                          | .591  | .956       | .943       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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.     | 10       | 378  | 388  | 26       | 26   | 52   | 431      | 18   | 449  |
| +15 mins.    | 12       | 330  | 342  | 25       | 22   | 47   | 384      | 33   | 417  |
| +30 mins.    | 5        | 342  | 347  | 39       | 27   | 66   | 409      | 23   | 432  |
| +45 mins.    | 7        | 340  | 347  | 18       | 29   | 47   | 415      | 4    | 419  |
| Total Volume | 34       | 1390 | 1424 | 108      | 104  | 212  | 1639     | 78   | 1717 |
| % App. Total | 2.4      | 97.6 |      | 50.9     | 49.1 |      | 95.5     | 4.5  |      |
| PHF          | .708     | .919 | .918 | .692     | .897 | .803 | .951     | .591 | .956 |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

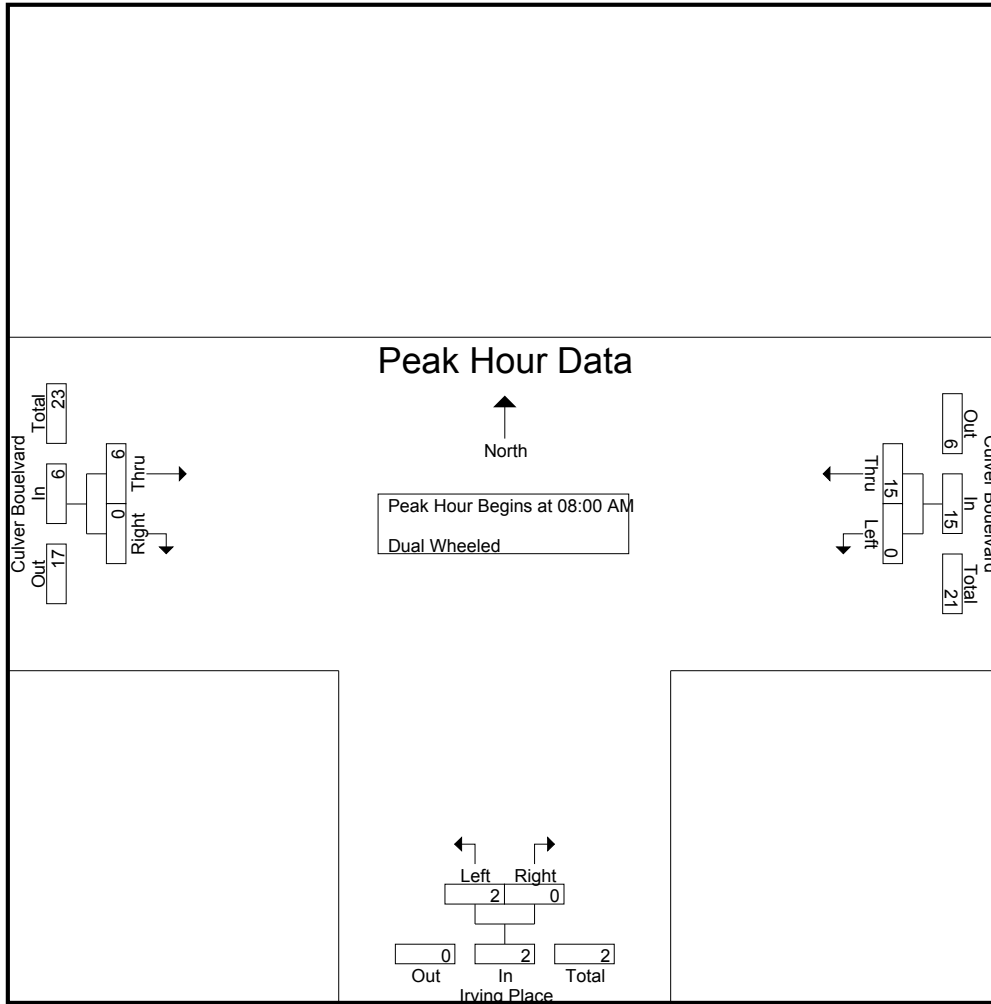
Groups Printed- Dual Wheeled

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|-------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time  | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 07:00 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 0                             | 0     | 0          | 0          |
| 07:15 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 2                             | 0     | 2          | 2          |
| 07:30 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 0                             | 0     | 0          | 0          |
| 07:45 AM    | 0                             | 0    | 0          | 1                          | 0     | 1          | 1                             | 1     | 2          | 3          |
| Total       | 0                             | 0    | 0          | 1                          | 0     | 1          | 3                             | 1     | 4          | 5          |
| 08:00 AM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 2                             | 0     | 2          | 4          |
| 08:15 AM    | 0                             | 4    | 4          | 0                          | 0     | 0          | 1                             | 0     | 1          | 5          |
| 08:30 AM    | 0                             | 5    | 5          | 0                          | 0     | 0          | 1                             | 0     | 1          | 6          |
| 08:45 AM    | 0                             | 4    | 4          | 2                          | 0     | 2          | 2                             | 0     | 2          | 8          |
| Total       | 0                             | 15   | 15         | 2                          | 0     | 2          | 6                             | 0     | 6          | 23         |
| 09:00 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 5                             | 2     | 7          | 7          |
| 09:15 AM    | 0                             | 9    | 9          | 0                          | 1     | 1          | 3                             | 0     | 3          | 13         |
| 09:30 AM    | 0                             | 8    | 8          | 0                          | 0     | 0          | 3                             | 2     | 5          | 13         |
| 09:45 AM    | 1                             | 6    | 7          | 1                          | 0     | 1          | 2                             | 1     | 3          | 11         |
| Total       | 1                             | 23   | 24         | 1                          | 1     | 2          | 13                            | 5     | 18         | 44         |
| Grand Total | 1                             | 38   | 39         | 4                          | 1     | 5          | 22                            | 6     | 28         | 72         |
| Apprch %    | 2.6                           | 97.4 |            | 80                         | 20    |            | 78.6                          | 21.4  |            |            |
| Total %     | 1.4                           | 52.8 | 54.2       | 5.6                        | 1.4   | 6.9        | 30.6                          | 8.3   | 38.9       |            |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                             | 2    | 2          | 0                          | 0     | 0          | 2                             | 0     | 2          | 4          |
| 08:15 AM                                                   | 0                             | 4    | 4          | 0                          | 0     | 0          | 1                             | 0     | 1          | 5          |
| 08:30 AM                                                   | 0                             | 5    | 5          | 0                          | 0     | 0          | 1                             | 0     | 1          | 6          |
| 08:45 AM                                                   | 0                             | 4    | 4          | 2                          | 0     | 2          | 2                             | 0     | 2          | 8          |
| Total Volume                                               | 0                             | 15   | 15         | 2                          | 0     | 2          | 6                             | 0     | 6          | 23         |
| % App. Total                                               | 0                             | 100  |            | 100                        | 0     |            | 100                           | 0     |            |            |
| PHF                                                        | .000                          | .750 | .750       | .250                       | .000  | .250       | .750                          | .000  | .750       | .719       |

Culver City  
N/S: Irving Place  
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Weather: Clear

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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        | 2    | 2    | 0        | 0    | 0    | 2        | 0    | 2    |
| +15 mins.    | 0        | 4    | 4    | 0        | 0    | 0    | 1        | 0    | 1    |
| +30 mins.    | 0        | 5    | 5    | 0        | 0    | 0    | 1        | 0    | 1    |
| +45 mins.    | 0        | 4    | 4    | 2        | 0    | 2    | 2        | 0    | 2    |
| Total Volume | 0        | 15   | 15   | 2        | 0    | 2    | 6        | 0    | 6    |
| % App. Total | 0        | 100  |      | 100      | 0    |      | 100      | 0    |      |
| PHF          | .000     | .750 | .750 | .250     | .000 | .250 | .750     | .000 | .750 |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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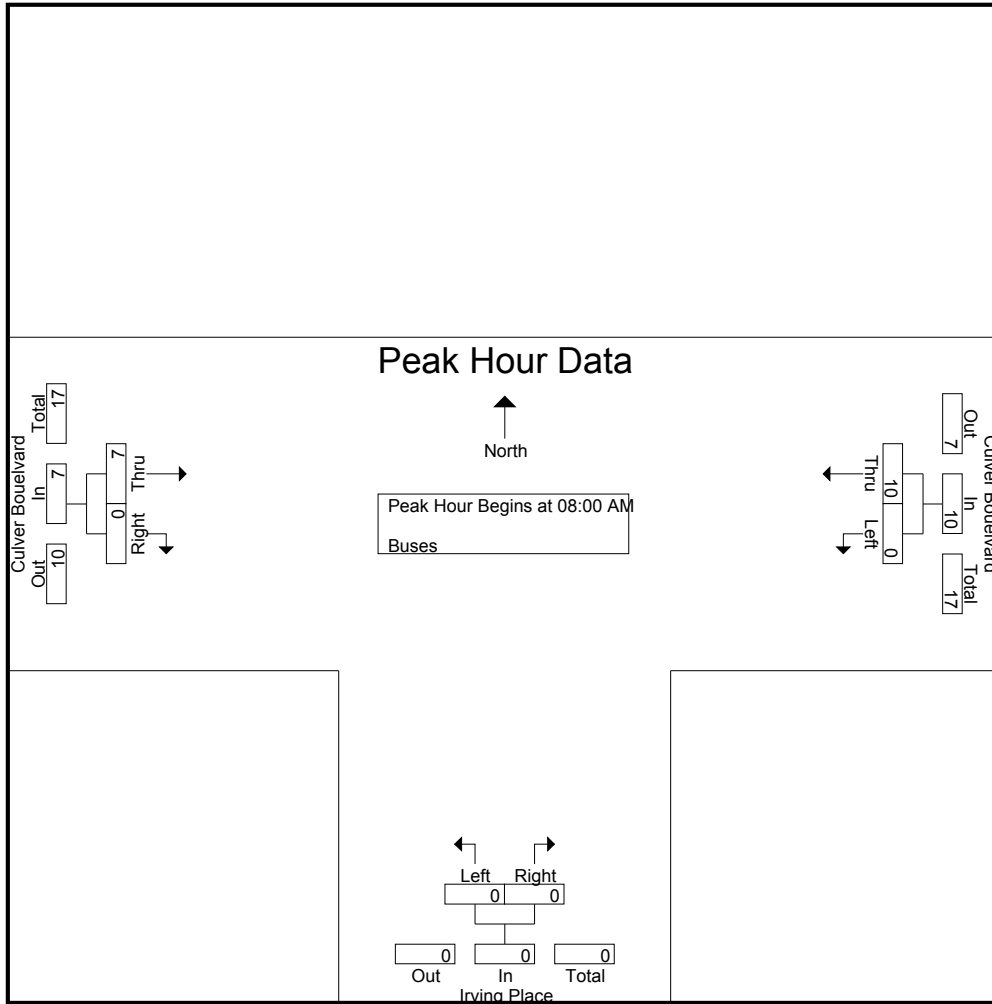
Groups Printed- Buses

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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          | 2                             | 0     | 2          | 4          |
| 07:15 AM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 5                             | 0     | 5          | 6          |
| 07:30 AM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 1                             | 0     | 1          | 2          |
| 07:45 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 4                             | 0     | 4          | 4          |
| Total       | 0                             | 4    | 4          | 0                          | 0     | 0          | 12                            | 0     | 12         | 16         |
| 08:00 AM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 1                             | 0     | 1          | 1          |
| 08:15 AM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 3                             | 0     | 3          | 5          |
| 08:30 AM    | 0                             | 5    | 5          | 0                          | 0     | 0          | 1                             | 0     | 1          | 6          |
| 08:45 AM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 2                             | 0     | 2          | 5          |
| Total       | 0                             | 10   | 10         | 0                          | 0     | 0          | 7                             | 0     | 7          | 17         |
| 09:00 AM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 3                             | 0     | 3          | 6          |
| 09:15 AM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 3                             | 0     | 3          | 6          |
| 09:30 AM    | 0                             | 4    | 4          | 0                          | 0     | 0          | 1                             | 0     | 1          | 5          |
| 09:45 AM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 1                             | 0     | 1          | 3          |
| Total       | 0                             | 12   | 12         | 0                          | 0     | 0          | 8                             | 0     | 8          | 20         |
| Grand Total | 0                             | 26   | 26         | 0                          | 0     | 0          | 27                            | 0     | 27         | 53         |
| Apprch %    | 0                             | 100  |            | 0                          | 0     |            | 100                           | 0     |            |            |
| Total %     | 0                             | 49.1 | 49.1       | 0                          | 0     | 0          | 50.9                          | 0     | 50.9       |            |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                             | 0    | 0          | 0                          | 0     | 0          | 1                             | 0     | 1          | 1          |
| 08:15 AM                                                   | 0                             | 2    | 2          | 0                          | 0     | 0          | 3                             | 0     | 3          | 5          |
| 08:30 AM                                                   | 0                             | 5    | 5          | 0                          | 0     | 0          | 1                             | 0     | 1          | 6          |
| 08:45 AM                                                   | 0                             | 3    | 3          | 0                          | 0     | 0          | 2                             | 0     | 2          | 5          |
| Total Volume                                               | 0                             | 10   | 10         | 0                          | 0     | 0          | 7                             | 0     | 7          | 17         |
| % App. Total                                               | 0                             | 100  |            | 0                          | 0     |            | 100                           | 0     |            |            |
| PHF                                                        | .000                          | .500 | .500       | .000                       | .000  | .000       | .583                          | .000  | .583       | .708       |

Culver City  
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Weather: Clear

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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    | 0        | 0    | 0    | 1        | 0    | 1    |
| +15 mins.    | 0        | 2    | 2    | 0        | 0    | 0    | 3        | 0    | 3    |
| +30 mins.    | 0        | 5    | 5    | 0        | 0    | 0    | 1        | 0    | 1    |
| +45 mins.    | 0        | 3    | 3    | 0        | 0    | 0    | 2        | 0    | 2    |
| Total Volume | 0        | 10   | 10   | 0        | 0    | 0    | 7        | 0    | 7    |
| % App. Total | 0        | 100  |      | 0        | 0    |      | 100      | 0    |      |
| PHF          | .000     | .500 | .500 | .000     | .000 | .000 | .583     | .000 | .583 |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUPM  
Site Code : 10516364  
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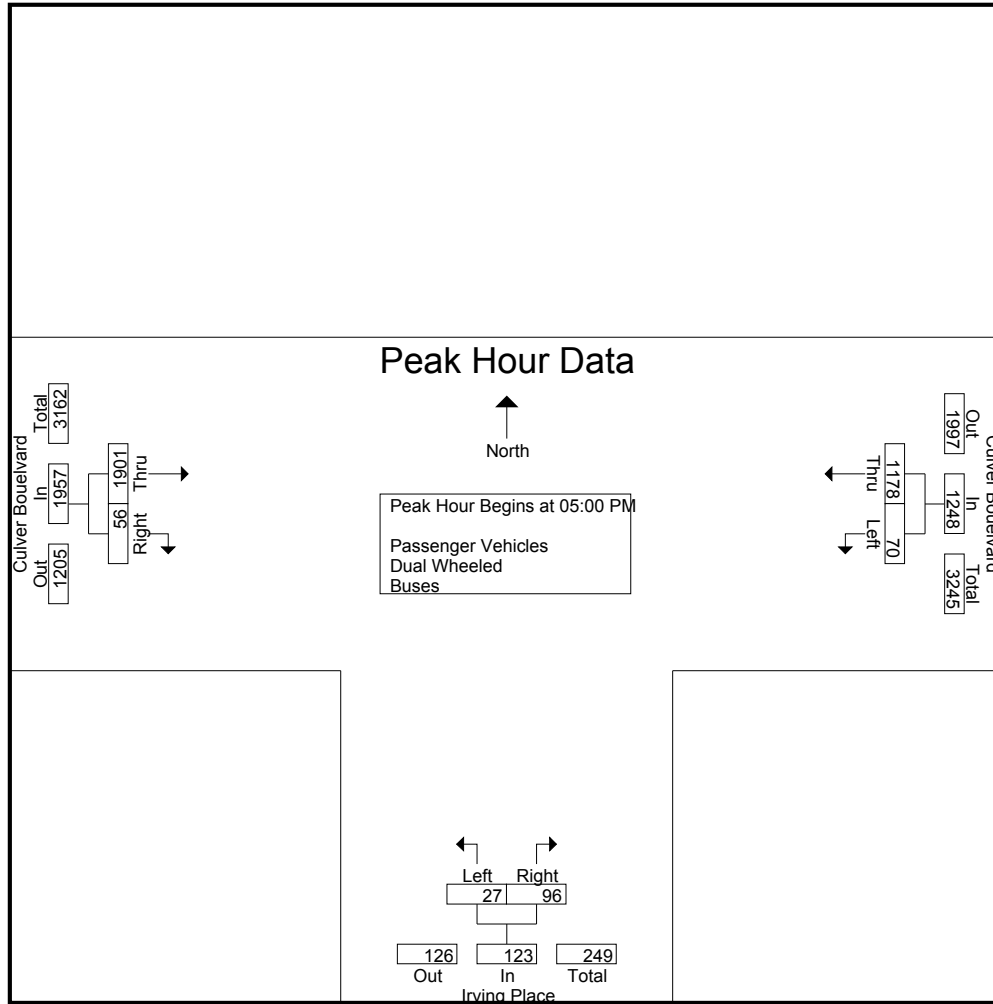
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|----------------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time           | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 03:00 PM             | 11                            | 283  | 294        | 8                          | 10    | 18         | 342                           | 7     | 349        | 661        |
| 03:15 PM             | 17                            | 281  | 298        | 4                          | 10    | 14         | 405                           | 8     | 413        | 725        |
| 03:30 PM             | 10                            | 270  | 280        | 2                          | 19    | 21         | 403                           | 4     | 407        | 708        |
| 03:45 PM             | 13                            | 289  | 302        | 3                          | 10    | 13         | 374                           | 8     | 382        | 697        |
| Total                | 51                            | 1123 | 1174       | 17                         | 49    | 66         | 1524                          | 27    | 1551       | 2791       |
| 04:00 PM             | 12                            | 262  | 274        | 5                          | 7     | 12         | 396                           | 15    | 411        | 697        |
| 04:15 PM             | 9                             | 281  | 290        | 1                          | 5     | 6          | 430                           | 13    | 443        | 739        |
| 04:30 PM             | 13                            | 255  | 268        | 3                          | 12    | 15         | 466                           | 6     | 472        | 755        |
| 04:45 PM             | 7                             | 256  | 263        | 2                          | 4     | 6          | 445                           | 13    | 458        | 727        |
| Total                | 41                            | 1054 | 1095       | 11                         | 28    | 39         | 1737                          | 47    | 1784       | 2918       |
| 05:00 PM             | 17                            | 304  | 321        | 4                          | 7     | 11         | 478                           | 15    | 493        | 825        |
| 05:15 PM             | 19                            | 294  | 313        | 14                         | 22    | 36         | 449                           | 14    | 463        | 812        |
| 05:30 PM             | 18                            | 283  | 301        | 6                          | 26    | 32         | 506                           | 12    | 518        | 851        |
| 05:45 PM             | 16                            | 297  | 313        | 3                          | 41    | 44         | 468                           | 15    | 483        | 840        |
| Total                | 70                            | 1178 | 1248       | 27                         | 96    | 123        | 1901                          | 56    | 1957       | 3328       |
| Grand Total          | 162                           | 3355 | 3517       | 55                         | 173   | 228        | 5162                          | 130   | 5292       | 9037       |
| Apprch %             | 4.6                           | 95.4 |            | 24.1                       | 75.9  |            | 97.5                          | 2.5   |            |            |
| Total %              | 1.8                           | 37.1 | 38.9       | 0.6                        | 1.9   | 2.5        | 57.1                          | 1.4   | 58.6       |            |
| Passenger Vehicles   | 160                           | 3311 | 3471       | 54                         | 172   | 226        | 5112                          | 127   | 5239       | 8936       |
| % Passenger Vehicles | 98.8                          | 98.7 | 98.7       | 98.2                       | 99.4  | 99.1       | 99                            | 97.7  | 99         | 98.9       |
| Dual Wheeled         | 2                             | 18   | 20         | 1                          | 1     | 2          | 31                            | 3     | 34         | 56         |
| % Dual Wheeled       | 1.2                           | 0.5  | 0.6        | 1.8                        | 0.6   | 0.9        | 0.6                           | 2.3   | 0.6        | 0.6        |
| Buses                | 0                             | 26   | 26         | 0                          | 0     | 0          | 19                            | 0     | 19         | 45         |
| % Buses              | 0                             | 0.8  | 0.7        | 0                          | 0     | 0          | 0.4                           | 0     | 0.4        | 0.5        |

|                                                            | Culver Boulevard<br>Westbound |            |            | Irving Place<br>Northbound |           |            | Culver Boulevard<br>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                                                   | 17                            | <b>304</b> | <b>321</b> | 4                          | 7         | 11         | 478                           | <b>15</b> | 493        | 825        |
| 05:15 PM                                                   | <b>19</b>                     | 294        | 313        | <b>14</b>                  | 22        | 36         | 449                           | 14        | 463        | 812        |
| 05:30 PM                                                   | 18                            | 283        | 301        | 6                          | 26        | 32         | <b>506</b>                    | 12        | <b>518</b> | <b>851</b> |
| 05:45 PM                                                   | 16                            | 297        | 313        | 3                          | <b>41</b> | <b>44</b>  | 468                           | 15        | 483        | 840        |
| Total Volume                                               | 70                            | 1178       | 1248       | 27                         | 96        | 123        | 1901                          | 56        | 1957       | 3328       |
| % App. Total                                               | 5.6                           | 94.4       |            | 22                         | 78        |            | 97.1                          | 2.9       |            |            |
| PHF                                                        | .921                          | .969       | .972       | .482                       | .585      | .699       | .939                          | .933      | .944       | .978       |

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 |      |      | 05:00 PM |      |      | 05:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 17       | 304  | 321  | 4        | 7    | 11   | 478      | 15   | 493  |
| +15 mins.    | 19       | 294  | 313  | 14       | 22   | 36   | 449      | 14   | 463  |
| +30 mins.    | 18       | 283  | 301  | 6        | 26   | 32   | 506      | 12   | 518  |
| +45 mins.    | 16       | 297  | 313  | 3        | 41   | 44   | 468      | 15   | 483  |
| Total Volume | 70       | 1178 | 1248 | 27       | 96   | 123  | 1901     | 56   | 1957 |
| % App. Total | 5.6      | 94.4 |      | 22       | 78   |      | 97.1     | 2.9  |      |
| PHF          | .921     | .969 | .972 | .482     | .585 | .699 | .939     | .933 | .944 |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUPM  
Site Code : 10516364  
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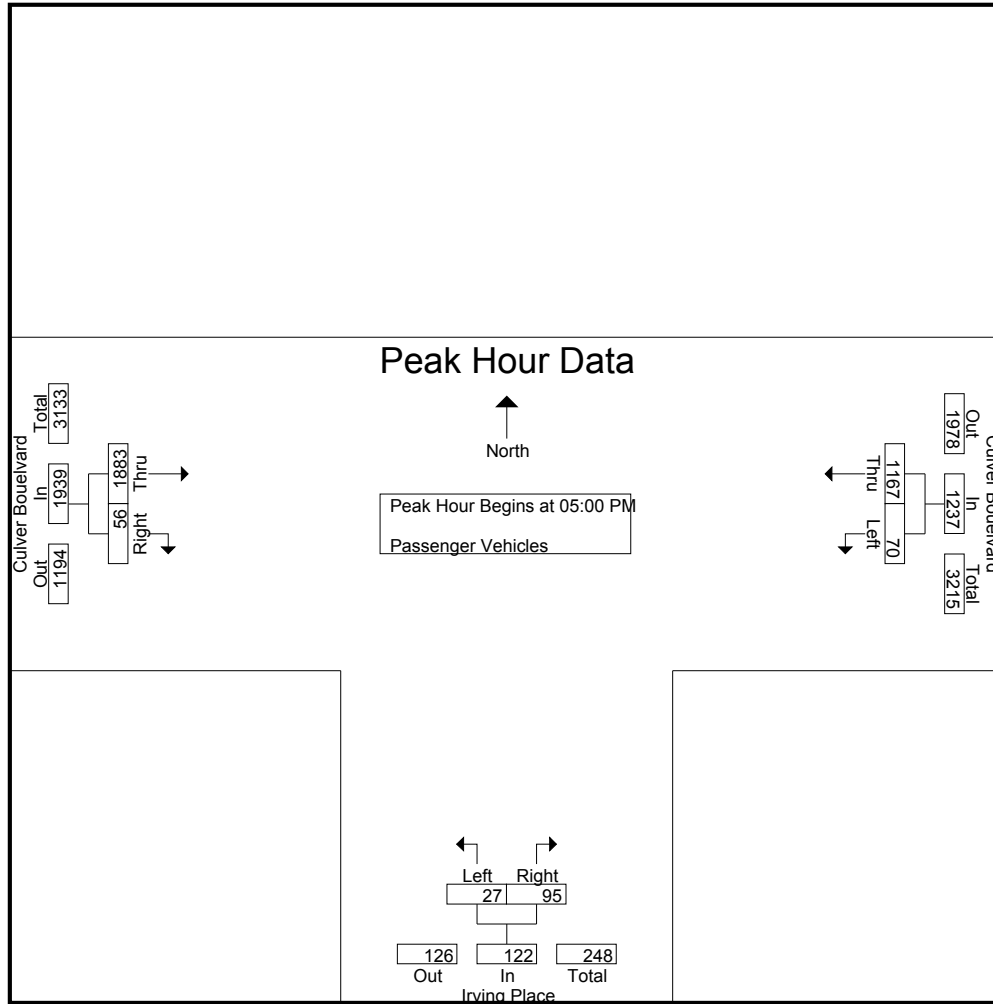
Groups Printed- Passenger Vehicles

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|-------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time  | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 03:00 PM    | 10                            | 278  | 288        | 8                          | 10    | 18         | 334                           | 7     | 341        | 647        |
| 03:15 PM    | 17                            | 278  | 295        | 3                          | 10    | 13         | 402                           | 8     | 410        | 718        |
| 03:30 PM    | 10                            | 267  | 277        | 2                          | 19    | 21         | 399                           | 4     | 403        | 701        |
| 03:45 PM    | 12                            | 282  | 294        | 3                          | 10    | 13         | 368                           | 8     | 376        | 683        |
| Total       | 49                            | 1105 | 1154       | 16                         | 49    | 65         | 1503                          | 27    | 1530       | 2749       |
| 04:00 PM    | 12                            | 258  | 270        | 5                          | 7     | 12         | 394                           | 14    | 408        | 690        |
| 04:15 PM    | 9                             | 277  | 286        | 1                          | 5     | 6          | 423                           | 13    | 436        | 728        |
| 04:30 PM    | 13                            | 249  | 262        | 3                          | 12    | 15         | 466                           | 4     | 470        | 747        |
| 04:45 PM    | 7                             | 255  | 262        | 2                          | 4     | 6          | 443                           | 13    | 456        | 724        |
| Total       | 41                            | 1039 | 1080       | 11                         | 28    | 39         | 1726                          | 44    | 1770       | 2889       |
| 05:00 PM    | 17                            | 299  | 316        | 4                          | 7     | 11         | 470                           | 15    | 485        | 812        |
| 05:15 PM    | 19                            | 294  | 313        | 14                         | 22    | 36         | 444                           | 14    | 458        | 807        |
| 05:30 PM    | 18                            | 281  | 299        | 6                          | 26    | 32         | 504                           | 12    | 516        | 847        |
| 05:45 PM    | 16                            | 293  | 309        | 3                          | 40    | 43         | 465                           | 15    | 480        | 832        |
| Total       | 70                            | 1167 | 1237       | 27                         | 95    | 122        | 1883                          | 56    | 1939       | 3298       |
| Grand Total | 160                           | 3311 | 3471       | 54                         | 172   | 226        | 5112                          | 127   | 5239       | 8936       |
| Apprch %    | 4.6                           | 95.4 |            | 23.9                       | 76.1  |            | 97.6                          | 2.4   |            |            |
| Total %     | 1.8                           | 37.1 | 38.8       | 0.6                        | 1.9   | 2.5        | 57.2                          | 1.4   | 58.6       |            |

|                                                            | Culver Boulevard<br>Westbound |            |            | Irving Place<br>Northbound |           |            | Culver Boulevard<br>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                                                   | 17                            | <b>299</b> | <b>316</b> | 4                          | 7         | 11         | 470                           | <b>15</b> | 485        | 812        |
| 05:15 PM                                                   | <b>19</b>                     | 294        | 313        | <b>14</b>                  | 22        | 36         | 444                           | 14        | 458        | 807        |
| 05:30 PM                                                   | 18                            | 281        | 299        | 6                          | 26        | 32         | <b>504</b>                    | 12        | <b>516</b> | <b>847</b> |
| 05:45 PM                                                   | 16                            | 293        | 309        | 3                          | <b>40</b> | <b>43</b>  | 465                           | 15        | 480        | 832        |
| Total Volume                                               | 70                            | 1167       | 1237       | 27                         | 95        | 122        | 1883                          | 56        | 1939       | 3298       |
| % App. Total                                               | 5.7                           | 94.3       |            | 22.1                       | 77.9      |            | 97.1                          | 2.9       |            |            |
| PHF                                                        | .921                          | .976       | .979       | .482                       | .594      | .709       | .934                          | .933      | .939       | .973       |

Culver City  
N/S: Irving Place  
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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.     | 17        | <b>299</b> | <b>316</b> | 4         | 7         | 11        | 470        | <b>15</b> | 485        |
| +15 mins.    | <b>19</b> | 294        | 313        | <b>14</b> | 22        | 36        | 444        | 14        | 458        |
| +30 mins.    | 18        | 281        | 299        | 6         | 26        | 32        | <b>504</b> | 12        | <b>516</b> |
| +45 mins.    | 16        | 293        | 309        | 3         | <b>40</b> | <b>43</b> | 465        | 15        | 480        |
| Total Volume | 70        | 1167       | 1237       | 27        | 95        | 122       | 1883       | 56        | 1939       |
| % App. Total | 5.7       | 94.3       |            | 22.1      | 77.9      |           | 97.1       | 2.9       |            |
| PHF          | .921      | .976       | .979       | .482      | .594      | .709      | .934       | .933      | .939       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
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File Name : CVCIRCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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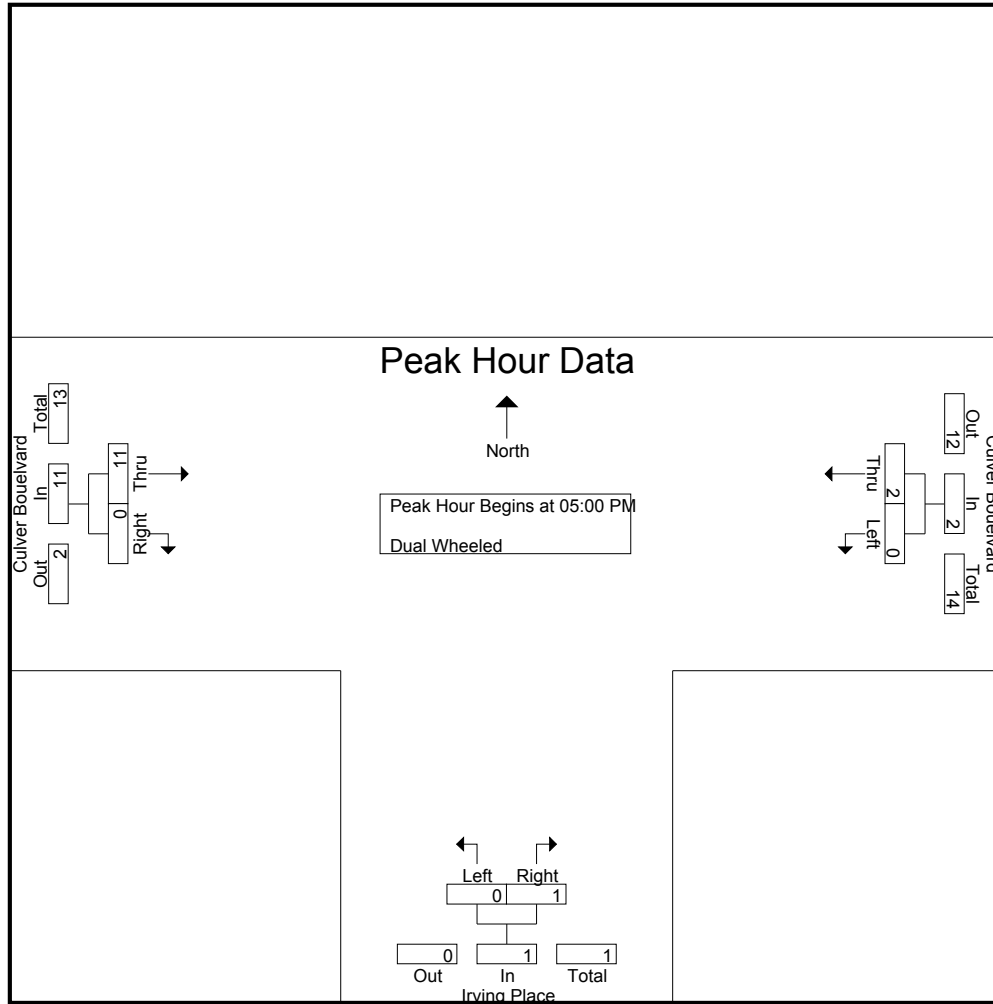
Groups Printed- Dual Wheeled

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|-------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time  | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 03:00 PM    | 1                             | 3    | 4          | 0                          | 0     | 0          | 6                             | 0     | 6          | 10         |
| 03:15 PM    | 0                             | 2    | 2          | 1                          | 0     | 1          | 2                             | 0     | 2          | 5          |
| 03:30 PM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 3                             | 0     | 3          | 5          |
| 03:45 PM    | 1                             | 4    | 5          | 0                          | 0     | 0          | 4                             | 0     | 4          | 9          |
| Total       | 2                             | 11   | 13         | 1                          | 0     | 1          | 15                            | 0     | 15         | 29         |
| 04:00 PM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 1                             | 1     | 2          | 3          |
| 04:15 PM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 4                             | 0     | 4          | 4          |
| 04:30 PM    | 0                             | 4    | 4          | 0                          | 0     | 0          | 0                             | 2     | 2          | 6          |
| 04:45 PM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 0                             | 0     | 0          | 0          |
| Total       | 0                             | 5    | 5          | 0                          | 0     | 0          | 5                             | 3     | 8          | 13         |
| 05:00 PM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 6                             | 0     | 6          | 8          |
| 05:15 PM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 3                             | 0     | 3          | 3          |
| 05:30 PM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 1                             | 0     | 1          | 1          |
| 05:45 PM    | 0                             | 0    | 0          | 0                          | 1     | 1          | 1                             | 0     | 1          | 2          |
| Total       | 0                             | 2    | 2          | 0                          | 1     | 1          | 11                            | 0     | 11         | 14         |
| Grand Total | 2                             | 18   | 20         | 1                          | 1     | 2          | 31                            | 3     | 34         | 56         |
| Apprch %    | 10                            | 90   |            | 50                         | 50    |            | 91.2                          | 8.8   |            |            |
| Total %     | 3.6                           | 32.1 | 35.7       | 1.8                        | 1.8   | 3.6        | 55.4                          | 5.4   | 60.7       |            |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                             | 0    | 0          | 0                          | 0     | 0          | 3                             | 0     | 3          | 3          |
| 05:30 PM                                                   | 0                             | 0    | 0          | 0                          | 0     | 0          | 1                             | 0     | 1          | 1          |
| 05:45 PM                                                   | 0                             | 0    | 0          | 0                          | 1     | 1          | 1                             | 0     | 1          | 2          |
| Total Volume                                               | 0                             | 2    | 2          | 0                          | 1     | 1          | 11                            | 0     | 11         | 14         |
| % App. Total                                               | 0                             | 100  |            | 0                          | 100   |            | 100                           | 0     |            |            |
| PHF                                                        | .000                          | .250 | .250       | .000                       | .250  | .250       | .458                          | .000  | .458       | .438       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUPM  
Site Code : 10516364  
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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        | 0    | 0    | 0        | 0    | 0    | 3        | 0    | 3    |
| +30 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 1        | 0    | 1    |
| +45 mins.    | 0        | 0    | 0    | 0        | 1    | 1    | 1        | 0    | 1    |
| Total Volume | 0        | 2    | 2    | 0        | 1    | 1    | 11       | 0    | 11   |
| % App. Total | 0        | 100  |      | 0        | 100  |      | 100      | 0    |      |
| PHF          | .000     | .250 | .250 | .000     | .250 | .250 | .458     | .000 | .458 |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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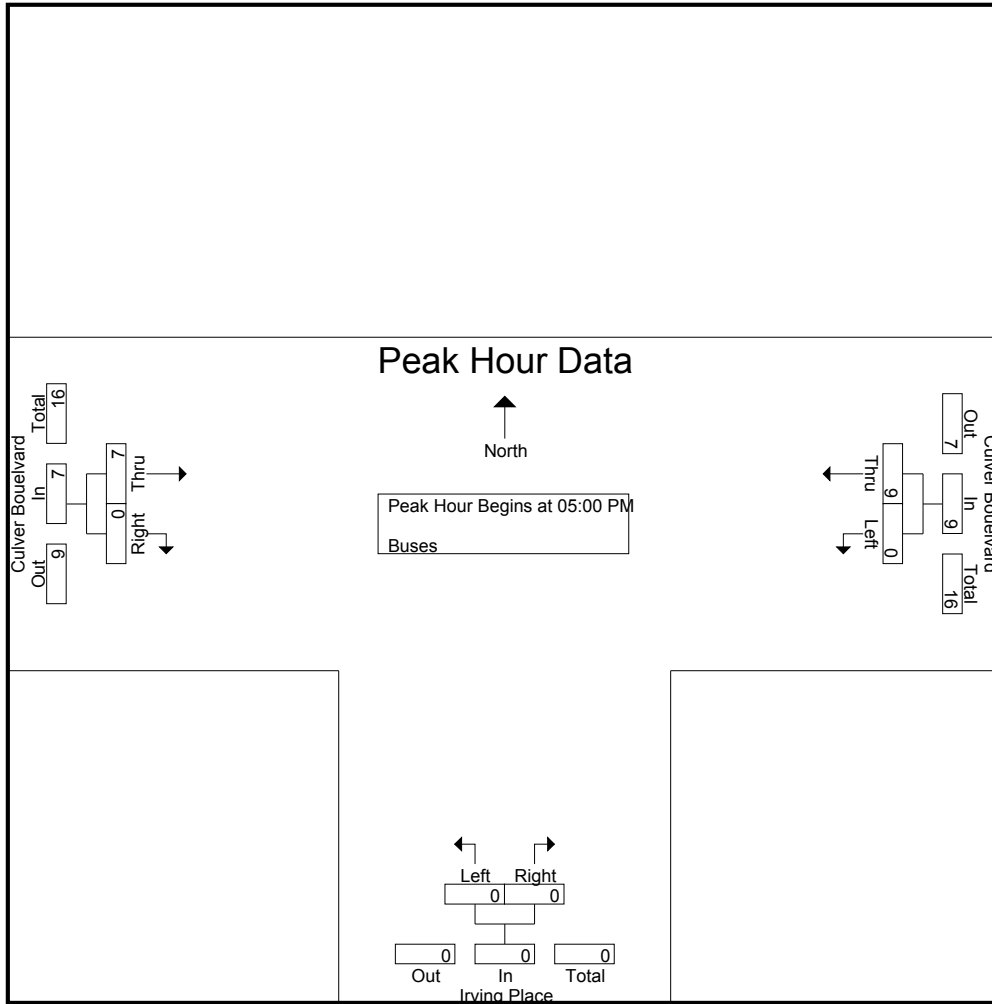
Groups Printed- Buses

|             | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>Eastbound |       |            |            |
|-------------|-------------------------------|------|------------|----------------------------|-------|------------|-------------------------------|-------|------------|------------|
| Start Time  | Left                          | Thru | App. Total | Left                       | Right | App. Total | Thru                          | Right | App. Total | Int. Total |
| 03:00 PM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 2                             | 0     | 2          | 4          |
| 03:15 PM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 1                             | 0     | 1          | 2          |
| 03:30 PM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 1                             | 0     | 1          | 2          |
| 03:45 PM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 2                             | 0     | 2          | 5          |
| Total       | 0                             | 7    | 7          | 0                          | 0     | 0          | 6                             | 0     | 6          | 13         |
| 04:00 PM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 1                             | 0     | 1          | 4          |
| 04:15 PM    | 0                             | 4    | 4          | 0                          | 0     | 0          | 3                             | 0     | 3          | 7          |
| 04:30 PM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 0                             | 0     | 0          | 2          |
| 04:45 PM    | 0                             | 1    | 1          | 0                          | 0     | 0          | 2                             | 0     | 2          | 3          |
| Total       | 0                             | 10   | 10         | 0                          | 0     | 0          | 6                             | 0     | 6          | 16         |
| 05:00 PM    | 0                             | 3    | 3          | 0                          | 0     | 0          | 2                             | 0     | 2          | 5          |
| 05:15 PM    | 0                             | 0    | 0          | 0                          | 0     | 0          | 2                             | 0     | 2          | 2          |
| 05:30 PM    | 0                             | 2    | 2          | 0                          | 0     | 0          | 1                             | 0     | 1          | 3          |
| 05:45 PM    | 0                             | 4    | 4          | 0                          | 0     | 0          | 2                             | 0     | 2          | 6          |
| Total       | 0                             | 9    | 9          | 0                          | 0     | 0          | 7                             | 0     | 7          | 16         |
| Grand Total | 0                             | 26   | 26         | 0                          | 0     | 0          | 19                            | 0     | 19         | 45         |
| Apprch %    | 0                             | 100  |            | 0                          | 0     |            | 100                           | 0     |            |            |
| Total %     | 0                             | 57.8 | 57.8       | 0                          | 0     | 0          | 42.2                          | 0     | 42.2       |            |

|                                                            | Culver Boulevard<br>Westbound |      |            | Irving Place<br>Northbound |       |            | Culver Boulevard<br>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                             | 3    | 3          | 0                          | 0     | 0          | 2                             | 0     | 2          | 5          |
| 05:15 PM                                                   | 0                             | 0    | 0          | 0                          | 0     | 0          | 2                             | 0     | 2          | 2          |
| 05:30 PM                                                   | 0                             | 2    | 2          | 0                          | 0     | 0          | 1                             | 0     | 1          | 3          |
| 05:45 PM                                                   | 0                             | 4    | 4          | 0                          | 0     | 0          | 2                             | 0     | 2          | 6          |
| Total Volume                                               | 0                             | 9    | 9          | 0                          | 0     | 0          | 7                             | 0     | 7          | 16         |
| % App. Total                                               | 0                             | 100  |            | 0                          | 0     |            | 100                           | 0     |            |            |
| PHF                                                        | .000                          | .563 | .563       | .000                       | .000  | .000       | .875                          | .000  | .875       | .667       |

Culver City  
N/S: Irving Place  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCIRCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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 |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 3    | 3    | 0        | 0    | 0    | 2        | 0    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 2        | 0    | 2    |
| +30 mins.    | 0        | 2    | 2    | 0        | 0    | 0    | 1        | 0    | 1    |
| +45 mins.    | 0        | 4    | 4    | 0        | 0    | 0    | 2        | 0    | 2    |
| Total Volume | 0        | 9    | 9    | 0        | 0    | 0    | 7        | 0    | 7    |
| % App. Total | 0        | 100  |      | 0        | 0    |      | 100      | 0    |      |
| PHF          | .000     | .563 | .563 | .000     | .000 | .000 | .875     | .000 | .875 |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

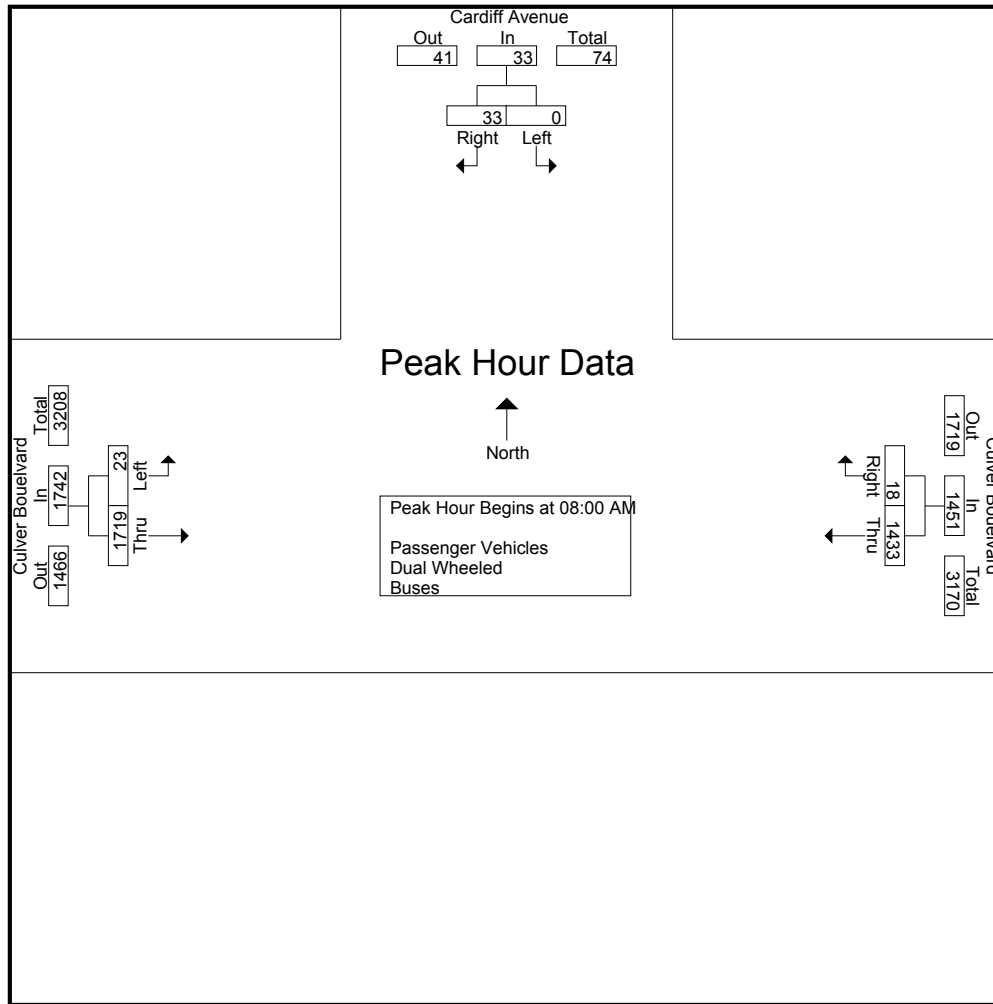
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|----------------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time           | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM             | 0                            | 0     | 0          | 281                           | 1     | 282        | 3                             | 265  | 268        | 550        |
| 07:15 AM             | 0                            | 6     | 6          | 319                           | 8     | 327        | 4                             | 371  | 375        | 708        |
| 07:30 AM             | 0                            | 5     | 5          | 361                           | 3     | 364        | 2                             | 395  | 397        | 766        |
| 07:45 AM             | 0                            | 5     | 5          | 382                           | 4     | 386        | 6                             | 400  | 406        | 797        |
| Total                | 0                            | 16    | 16         | 1343                          | 16    | 1359       | 15                            | 1431 | 1446       | 2821       |
| 08:00 AM             | 0                            | 7     | 7          | 396                           | 3     | 399        | 3                             | 452  | 455        | 861        |
| 08:15 AM             | 0                            | 6     | 6          | 346                           | 7     | 353        | 8                             | 406  | 414        | 773        |
| 08:30 AM             | 0                            | 6     | 6          | 351                           | 3     | 354        | 4                             | 429  | 433        | 793        |
| 08:45 AM             | 0                            | 14    | 14         | 340                           | 5     | 345        | 8                             | 432  | 440        | 799        |
| Total                | 0                            | 33    | 33         | 1433                          | 18    | 1451       | 23                            | 1719 | 1742       | 3226       |
| 09:00 AM             | 0                            | 5     | 5          | 351                           | 10    | 361        | 10                            | 379  | 389        | 755        |
| 09:15 AM             | 0                            | 10    | 10         | 350                           | 14    | 364        | 10                            | 318  | 328        | 702        |
| 09:30 AM             | 0                            | 16    | 16         | 319                           | 14    | 333        | 12                            | 284  | 296        | 645        |
| 09:45 AM             | 0                            | 8     | 8          | 270                           | 15    | 285        | 13                            | 267  | 280        | 573        |
| Total                | 0                            | 39    | 39         | 1290                          | 53    | 1343       | 45                            | 1248 | 1293       | 2675       |
| Grand Total          | 0                            | 88    | 88         | 4066                          | 87    | 4153       | 83                            | 4398 | 4481       | 8722       |
| Apprch %             | 0                            | 100   |            | 97.9                          | 2.1   |            | 1.9                           | 98.1 |            |            |
| Total %              | 0                            | 1     | 1          | 46.6                          | 1     | 47.6       | 1                             | 50.4 | 51.4       |            |
| Passenger Vehicles   | 0                            | 76    | 76         | 3975                          | 79    | 4054       | 82                            | 4351 | 4433       | 8563       |
| % Passenger Vehicles | 0                            | 86.4  | 86.4       | 97.8                          | 90.8  | 97.6       | 98.8                          | 98.9 | 98.9       | 98.2       |
| Dual Wheeled         | 0                            | 11    | 11         | 55                            | 8     | 63         | 1                             | 20   | 21         | 95         |
| % Dual Wheeled       | 0                            | 12.5  | 12.5       | 1.4                           | 9.2   | 1.5        | 1.2                           | 0.5  | 0.5        | 1.1        |
| Buses                | 0                            | 1     | 1          | 36                            | 0     | 36         | 0                             | 27   | 27         | 64         |
| % Buses              | 0                            | 1.1   | 1.1        | 0.9                           | 0     | 0.9        | 0                             | 0.6  | 0.6        | 0.7        |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>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                                                   | 0                            | 7     | 7          | 396                           | 3     | 399        | 3                             | 452  | 455        | 861        |
| 08:15 AM                                                   | 0                            | 6     | 6          | 346                           | 7     | 353        | 8                             | 406  | 414        | 773        |
| 08:30 AM                                                   | 0                            | 6     | 6          | 351                           | 3     | 354        | 4                             | 429  | 433        | 793        |
| 08:45 AM                                                   | 0                            | 14    | 14         | 340                           | 5     | 345        | 8                             | 432  | 440        | 799        |
| Total Volume                                               | 0                            | 33    | 33         | 1433                          | 18    | 1451       | 23                            | 1719 | 1742       | 3226       |
| % App. Total                                               | 0                            | 100   |            | 98.8                          | 1.2   |            | 1.3                           | 98.7 |            |            |
| PHF                                                        | .000                         | .589  | .589       | .905                          | .643  | .909       | .719                          | .951 | .957       | .937       |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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:

|              | 08:45 AM |           |           | 07:30 AM   |          |            | 08:00 AM |            |            |
|--------------|----------|-----------|-----------|------------|----------|------------|----------|------------|------------|
| +0 mins.     | 0        | 14        | 14        | 361        | 3        | 364        | 3        | <b>452</b> | <b>455</b> |
| +15 mins.    | 0        | 5         | 5         | 382        | 4        | 386        | <b>8</b> | 406        | 414        |
| +30 mins.    | 0        | 10        | 10        | <b>396</b> | 3        | <b>399</b> | 4        | 429        | 433        |
| +45 mins.    | 0        | <b>16</b> | <b>16</b> | 346        | <b>7</b> | 353        | 8        | 432        | 440        |
| Total Volume | 0        | 45        | 45        | 1485       | 17       | 1502       | 23       | 1719       | 1742       |
| % App. Total | 0        | 100       |           | 98.9       | 1.1      |            | 1.3      | 98.7       |            |
| PHF          | .000     | .703      | .703      | .938       | .607     | .941       | .719     | .951       | .957       |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

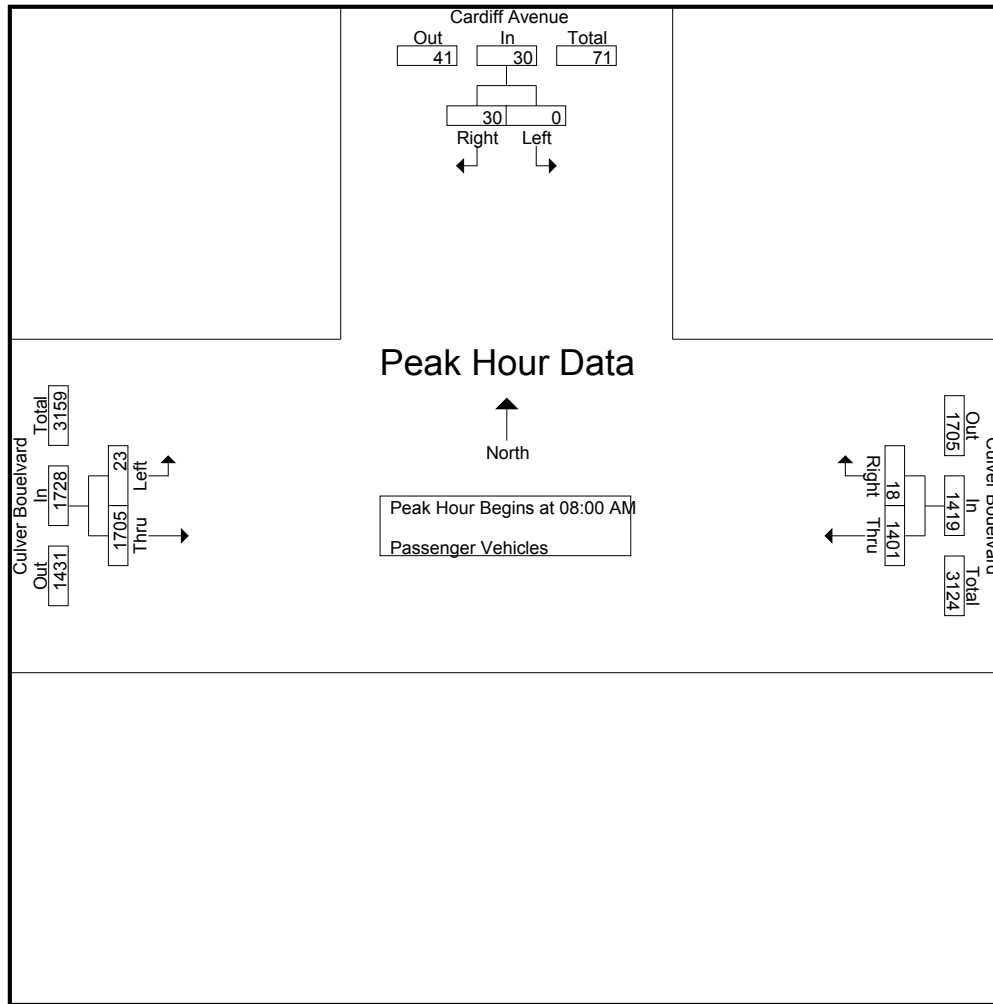
Groups Printed- Passenger Vehicles

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 0                            | 0     | 0          | 276                           | 1     | 277        | 3                             | 263  | 266        | 543        |
| 07:15 AM    | 0                            | 4     | 4          | 310                           | 5     | 315        | 3                             | 365  | 368        | 687        |
| 07:30 AM    | 0                            | 4     | 4          | 358                           | 2     | 360        | 2                             | 393  | 395        | 759        |
| 07:45 AM    | 0                            | 3     | 3          | 377                           | 4     | 381        | 6                             | 395  | 401        | 785        |
| Total       | 0                            | 11    | 11         | 1321                          | 12    | 1333       | 14                            | 1416 | 1430       | 2774       |
| 08:00 AM    | 0                            | 6     | 6          | 388                           | 3     | 391        | 3                             | 448  | 451        | 848        |
| 08:15 AM    | 0                            | 6     | 6          | 342                           | 7     | 349        | 8                             | 402  | 410        | 765        |
| 08:30 AM    | 0                            | 4     | 4          | 338                           | 3     | 341        | 4                             | 427  | 431        | 776        |
| 08:45 AM    | 0                            | 14    | 14         | 333                           | 5     | 338        | 8                             | 428  | 436        | 788        |
| Total       | 0                            | 30    | 30         | 1401                          | 18    | 1419       | 23                            | 1705 | 1728       | 3177       |
| 09:00 AM    | 0                            | 4     | 4          | 348                           | 10    | 358        | 10                            | 374  | 384        | 746        |
| 09:15 AM    | 0                            | 10    | 10         | 339                           | 14    | 353        | 10                            | 312  | 322        | 685        |
| 09:30 AM    | 0                            | 15    | 15         | 307                           | 11    | 318        | 12                            | 281  | 293        | 626        |
| 09:45 AM    | 0                            | 6     | 6          | 259                           | 14    | 273        | 13                            | 263  | 276        | 555        |
| Total       | 0                            | 35    | 35         | 1253                          | 49    | 1302       | 45                            | 1230 | 1275       | 2612       |
| Grand Total | 0                            | 76    | 76         | 3975                          | 79    | 4054       | 82                            | 4351 | 4433       | 8563       |
| Apprch %    | 0                            | 100   |            | 98.1                          | 1.9   |            | 1.8                           | 98.2 |            |            |
| Total %     | 0                            | 0.9   | 0.9        | 46.4                          | 0.9   | 47.3       | 1                             | 50.8 | 51.8       |            |

|                                                            | Cardiff Avenue<br>Southbound |           |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>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                            | 6         | 6          | <b>388</b>                    | 3     | <b>391</b> | 3                             | <b>448</b> | <b>451</b> | <b>848</b> |
| 08:15 AM                                                   | 0                            | 6         | 6          | 342                           | 7     | 349        | 8                             | 402        | 410        | 765        |
| 08:30 AM                                                   | 0                            | 4         | 4          | 338                           | 3     | 341        | 4                             | 427        | 431        | 776        |
| 08:45 AM                                                   | 0                            | <b>14</b> | <b>14</b>  | 333                           | 5     | 338        | 8                             | 428        | 436        | 788        |
| Total Volume                                               | 0                            | 30        | 30         | 1401                          | 18    | 1419       | 23                            | 1705       | 1728       | 3177       |
| % App. Total                                               | 0                            | 100       |            | 98.7                          | 1.3   |            | 1.3                           | 98.7       |            |            |
| PHF                                                        | .000                         | .536      | .536       | .903                          | .643  | .907       | .719                          | .951       | .958       | .937       |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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        | 6    | 6    | 388      | 3    | 391  | 3        | 448  | 451  |
| +15 mins.    | 0        | 6    | 6    | 342      | 7    | 349  | 8        | 402  | 410  |
| +30 mins.    | 0        | 4    | 4    | 338      | 3    | 341  | 4        | 427  | 431  |
| +45 mins.    | 0        | 14   | 14   | 333      | 5    | 338  | 8        | 428  | 436  |
| Total Volume | 0        | 30   | 30   | 1401     | 18   | 1419 | 23       | 1705 | 1728 |
| % App. Total | 0        | 100  |      | 98.7     | 1.3  |      | 1.3      | 98.7 |      |
| PHF          | .000     | .536 | .536 | .903     | .643 | .907 | .719     | .951 | .958 |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

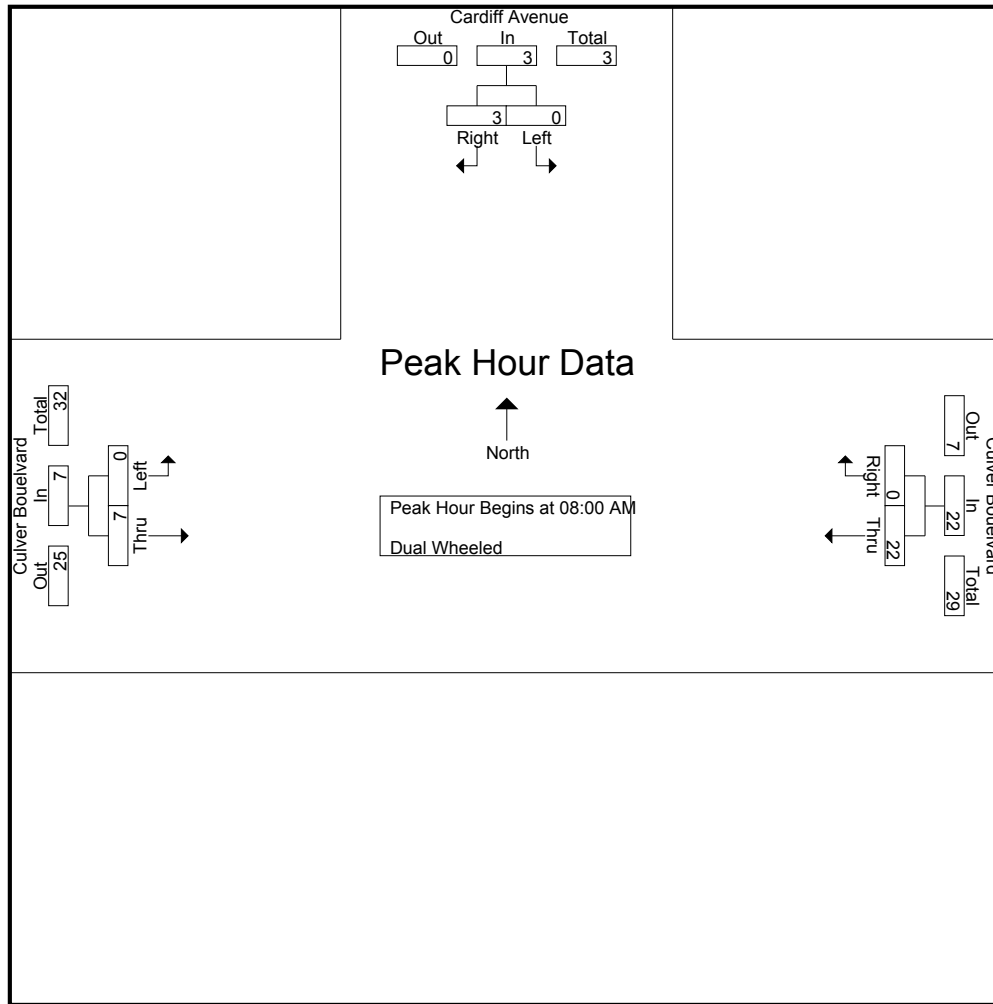
Groups Printed- Dual Wheeled

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 0    | 0          | 1          |
| 07:15 AM    | 0                            | 2     | 2          | 2                             | 3     | 5          | 1                             | 1    | 2          | 9          |
| 07:30 AM    | 0                            | 1     | 1          | 1                             | 1     | 2          | 0                             | 1    | 1          | 4          |
| 07:45 AM    | 0                            | 2     | 2          | 3                             | 0     | 3          | 0                             | 1    | 1          | 6          |
| Total       | 0                            | 5     | 5          | 7                             | 4     | 11         | 1                             | 3    | 4          | 20         |
| 08:00 AM    | 0                            | 1     | 1          | 5                             | 0     | 5          | 0                             | 3    | 3          | 9          |
| 08:15 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 08:30 AM    | 0                            | 2     | 2          | 11                            | 0     | 11         | 0                             | 1    | 1          | 14         |
| 08:45 AM    | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 2    | 2          | 6          |
| Total       | 0                            | 3     | 3          | 22                            | 0     | 22         | 0                             | 7    | 7          | 32         |
| 09:00 AM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 2    | 2          | 3          |
| 09:15 AM    | 0                            | 0     | 0          | 8                             | 0     | 8          | 0                             | 3    | 3          | 11         |
| 09:30 AM    | 0                            | 1     | 1          | 8                             | 3     | 11         | 0                             | 2    | 2          | 14         |
| 09:45 AM    | 0                            | 2     | 2          | 9                             | 1     | 10         | 0                             | 3    | 3          | 15         |
| Total       | 0                            | 3     | 3          | 26                            | 4     | 30         | 0                             | 10   | 10         | 43         |
| Grand Total | 0                            | 11    | 11         | 55                            | 8     | 63         | 1                             | 20   | 21         | 95         |
| Apprch %    | 0                            | 100   |            | 87.3                          | 12.7  |            | 4.8                           | 95.2 |            |            |
| Total %     | 0                            | 11.6  | 11.6       | 57.9                          | 8.4   | 66.3       | 1.1                           | 21.1 | 22.1       |            |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>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                            | 1     | 1          | 5                             | 0     | 5          | 0                             | 3    | 3          | 9          |
| 08:15 AM                                                   | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 08:30 AM                                                   | 0                            | 2     | 2          | 11                            | 0     | 11         | 0                             | 1    | 1          | 14         |
| 08:45 AM                                                   | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 2    | 2          | 6          |
| Total Volume                                               | 0                            | 3     | 3          | 22                            | 0     | 22         | 0                             | 7    | 7          | 32         |
| % App. Total                                               | 0                            | 100   |            | 100                           | 0     |            | 0                             | 100  |            |            |
| PHF                                                        | .000                         | .375  | .375       | .500                          | .000  | .500       | .000                          | .583 | .583       | .571       |

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

File Name : CVCCACUAM  
Site Code : 10516364  
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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        | 1    | 1    | 5        | 0    | 5    | 0        | 3    | 3    |
| +15 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 1    | 1    |
| +30 mins.    | 0        | 2    | 2    | 11       | 0    | 11   | 0        | 1    | 1    |
| +45 mins.    | 0        | 0    | 0    | 4        | 0    | 4    | 0        | 2    | 2    |
| Total Volume | 0        | 3    | 3    | 22       | 0    | 22   | 0        | 7    | 7    |
| % App. Total | 0        | 100  |      | 100      | 0    |      | 0        | 100  |      |
| PHF          | .000     | .375 | .375 | .500     | .000 | .500 | .000     | .583 | .583 |

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

File Name : CVCCACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

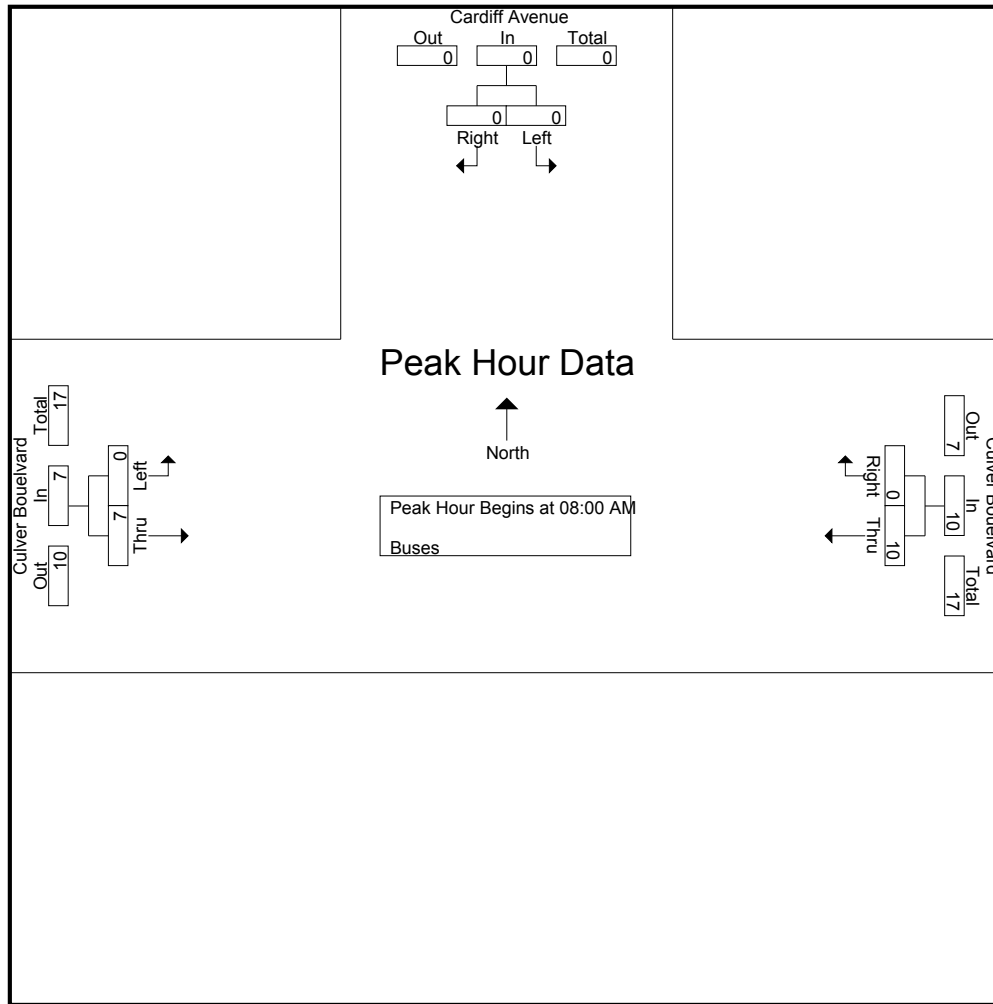
Groups Printed- Buses

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 2    | 2          | 6          |
| 07:15 AM    | 0                            | 0     | 0          | 7                             | 0     | 7          | 0                             | 5    | 5          | 12         |
| 07:30 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 07:45 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 4    | 4          | 6          |
| Total       | 0                            | 0     | 0          | 15                            | 0     | 15         | 0                             | 12   | 12         | 27         |
| 08:00 AM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 1    | 1          | 4          |
| 08:15 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 3    | 3          | 5          |
| 08:30 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 08:45 AM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 2    | 2          | 5          |
| Total       | 0                            | 0     | 0          | 10                            | 0     | 10         | 0                             | 7    | 7          | 17         |
| 09:00 AM    | 0                            | 1     | 1          | 2                             | 0     | 2          | 0                             | 3    | 3          | 6          |
| 09:15 AM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| 09:30 AM    | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 1    | 1          | 5          |
| 09:45 AM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| Total       | 0                            | 1     | 1          | 11                            | 0     | 11         | 0                             | 8    | 8          | 20         |
| Grand Total | 0                            | 1     | 1          | 36                            | 0     | 36         | 0                             | 27   | 27         | 64         |
| Apprch %    | 0                            | 100   |            | 100                           | 0     |            | 0                             | 100  |            |            |
| Total %     | 0                            | 1.6   | 1.6        | 56.2                          | 0     | 56.2       | 0                             | 42.2 | 42.2       |            |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>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          | 3                             | 0     | 3          | 0                             | 1    | 1          | 4          |
| 08:15 AM                                                   | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 3    | 3          | 5          |
| 08:30 AM                                                   | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 08:45 AM                                                   | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 2    | 2          | 5          |
| Total Volume                                               | 0                            | 0     | 0          | 10                            | 0     | 10         | 0                             | 7    | 7          | 17         |
| % App. Total                                               | 0                            | 0     |            | 100                           | 0     |            | 0                             | 100  |            |            |
| PHF                                                        | .000                         | .000  | .000       | .833                          | .000  | .833       | .000                          | .583 | .583       | .850       |

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

File Name : CVCCACUAM  
Site Code : 10516364  
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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    | 3        | 0    | 3    | 0        | 1    | 1    |
| +15 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 3    | 3    |
| +30 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 1    | 1    |
| +45 mins.    | 0        | 0    | 0    | 3        | 0    | 3    | 0        | 2    | 2    |
| Total Volume | 0        | 0    | 0    | 10       | 0    | 10   | 0        | 7    | 7    |
| % App. Total | 0        | 0    | 0    | 100      | 0    | 100  | 0        | 100  | 100  |
| PHF          | .000     | .000 | .000 | .833     | .000 | .833 | .000     | .583 | .583 |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

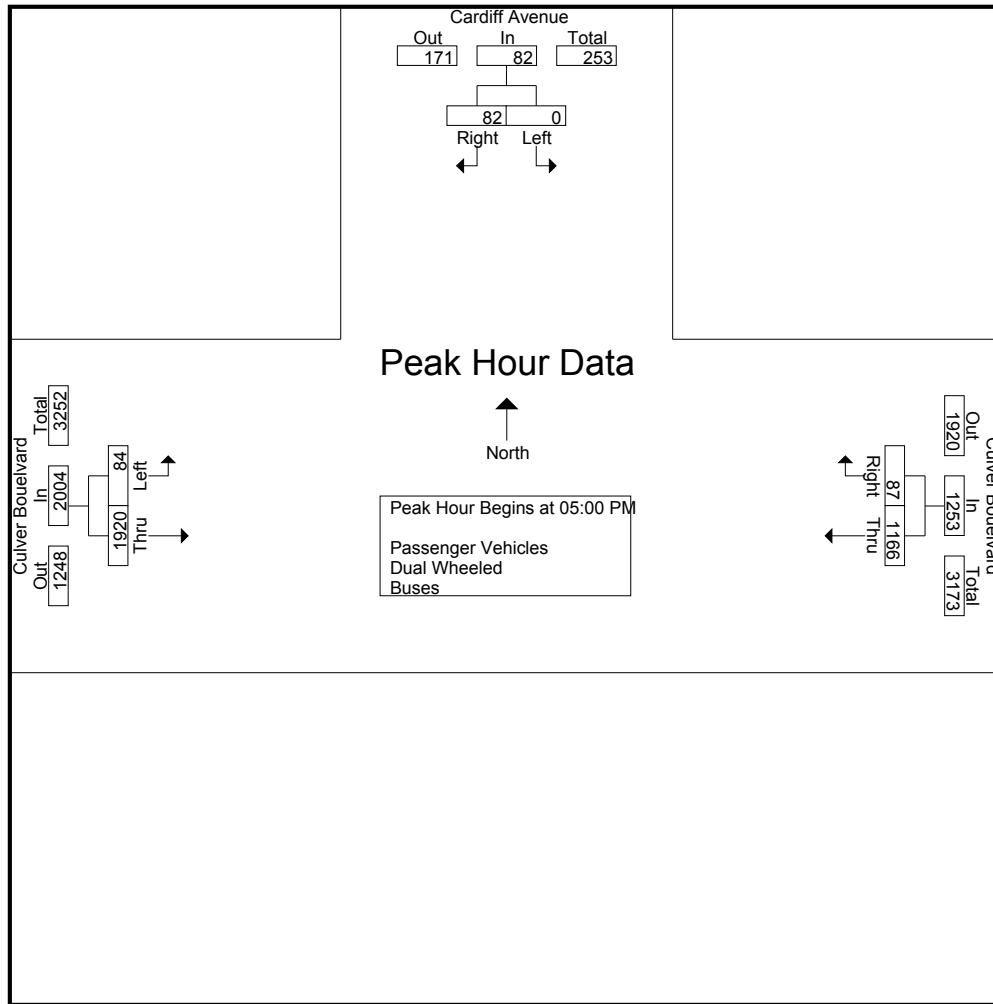
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|----------------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time           | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM             | 0                            | 33    | 33         | 251                           | 20    | 271        | 17                            | 331  | 348        | 652        |
| 03:15 PM             | 0                            | 32    | 32         | 266                           | 12    | 278        | 18                            | 403  | 421        | 731        |
| 03:30 PM             | 0                            | 30    | 30         | 260                           | 17    | 277        | 13                            | 414  | 427        | 734        |
| 03:45 PM             | 0                            | 29    | 29         | 268                           | 11    | 279        | 10                            | 372  | 382        | 690        |
| Total                | 0                            | 124   | 124        | 1045                          | 60    | 1105       | 58                            | 1520 | 1578       | 2807       |
| 04:00 PM             | 0                            | 27    | 27         | 251                           | 13    | 264        | 15                            | 391  | 406        | 697        |
| 04:15 PM             | 0                            | 24    | 24         | 262                           | 13    | 275        | 8                             | 419  | 427        | 726        |
| 04:30 PM             | 0                            | 11    | 11         | 250                           | 15    | 265        | 15                            | 473  | 488        | 764        |
| 04:45 PM             | 0                            | 23    | 23         | 248                           | 9     | 257        | 12                            | 437  | 449        | 729        |
| Total                | 0                            | 85    | 85         | 1011                          | 50    | 1061       | 50                            | 1720 | 1770       | 2916       |
| 05:00 PM             | 0                            | 21    | 21         | 302                           | 17    | 319        | 22                            | 467  | 489        | 829        |
| 05:15 PM             | 0                            | 27    | 27         | 283                           | 21    | 304        | 21                            | 446  | 467        | 798        |
| 05:30 PM             | 0                            | 16    | 16         | 281                           | 22    | 303        | 15                            | 525  | 540        | 859        |
| 05:45 PM             | 0                            | 18    | 18         | 300                           | 27    | 327        | 26                            | 482  | 508        | 853        |
| Total                | 0                            | 82    | 82         | 1166                          | 87    | 1253       | 84                            | 1920 | 2004       | 3339       |
| Grand Total          | 0                            | 291   | 291        | 3222                          | 197   | 3419       | 192                           | 5160 | 5352       | 9062       |
| Apprch %             | 0                            | 100   |            | 94.2                          | 5.8   |            | 3.6                           | 96.4 |            |            |
| Total %              | 0                            | 3.2   | 3.2        | 35.6                          | 2.2   | 37.7       | 2.1                           | 56.9 | 59.1       |            |
| Passenger Vehicles   | 0                            | 288   | 288        | 3177                          | 194   | 3371       | 192                           | 5109 | 5301       | 8960       |
| % Passenger Vehicles | 0                            | 99    | 99         | 98.6                          | 98.5  | 98.6       | 100                           | 99   | 99         | 98.9       |
| Dual Wheeled         | 0                            | 3     | 3          | 16                            | 3     | 19         | 0                             | 32   | 32         | 54         |
| % Dual Wheeled       | 0                            | 1     | 1          | 0.5                           | 1.5   | 0.6        | 0                             | 0.6  | 0.6        | 0.6        |
| Buses                | 0                            | 0     | 0          | 29                            | 0     | 29         | 0                             | 19   | 19         | 48         |
| % Buses              | 0                            | 0     | 0          | 0.9                           | 0     | 0.8        | 0                             | 0.4  | 0.4        | 0.5        |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>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 05:00 PM       |                              |       |            |                               |       |            |                               |      |            |            |
| 05:00 PM                                                   | 0                            | 21    | 21         | 302                           | 17    | 319        | 22                            | 467  | 489        | 829        |
| 05:15 PM                                                   | 0                            | 27    | 27         | 283                           | 21    | 304        | 21                            | 446  | 467        | 798        |
| 05:30 PM                                                   | 0                            | 16    | 16         | 281                           | 22    | 303        | 15                            | 525  | 540        | 859        |
| 05:45 PM                                                   | 0                            | 18    | 18         | 300                           | 27    | 327        | 26                            | 482  | 508        | 853        |
| Total Volume                                               | 0                            | 82    | 82         | 1166                          | 87    | 1253       | 84                            | 1920 | 2004       | 3339       |
| % App. Total                                               | 0                            | 100   |            | 93.1                          | 6.9   |            | 4.2                           | 95.8 |            |            |
| PHF                                                        | .000                         | .759  | .759       | .965                          | .806  | .958       | .808                          | .914 | .928       | .972       |

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

File Name : CVCCACUPM  
Site Code : 10516364  
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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 |      |      | 05:00 PM |      |      | 05:00 PM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 33   | 33   | 302      | 17   | 319  | 22       | 467  | 489  |
| +15 mins.    | 0        | 32   | 32   | 283      | 21   | 304  | 21       | 446  | 467  |
| +30 mins.    | 0        | 30   | 30   | 281      | 22   | 303  | 15       | 525  | 540  |
| +45 mins.    | 0        | 29   | 29   | 300      | 27   | 327  | 26       | 482  | 508  |
| Total Volume | 0        | 124  | 124  | 1166     | 87   | 1253 | 84       | 1920 | 2004 |
| % App. Total | 0        | 100  |      | 93.1     | 6.9  |      | 4.2      | 95.8 |      |
| PHF          | .000     | .939 | .939 | .965     | .806 | .958 | .808     | .914 | .928 |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

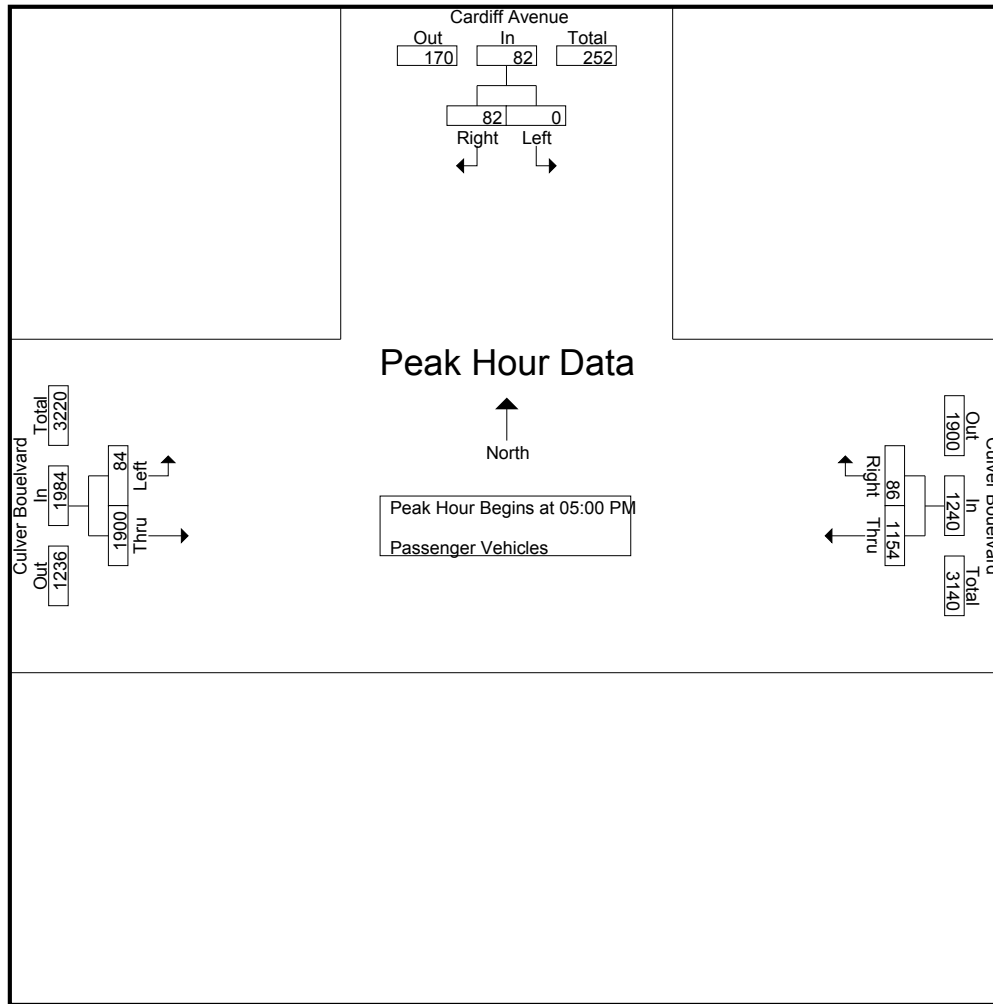
Groups Printed- Passenger Vehicles

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 0                            | 32    | 32         | 247                           | 19    | 266        | 17                            | 322  | 339        | 637        |
| 03:15 PM    | 0                            | 32    | 32         | 263                           | 12    | 275        | 18                            | 401  | 419        | 726        |
| 03:30 PM    | 0                            | 30    | 30         | 257                           | 17    | 274        | 13                            | 411  | 424        | 728        |
| 03:45 PM    | 0                            | 28    | 28         | 262                           | 11    | 273        | 10                            | 367  | 377        | 678        |
| Total       | 0                            | 122   | 122        | 1029                          | 59    | 1088       | 58                            | 1501 | 1559       | 2769       |
| 04:00 PM    | 0                            | 27    | 27         | 247                           | 12    | 259        | 15                            | 389  | 404        | 690        |
| 04:15 PM    | 0                            | 24    | 24         | 258                           | 13    | 271        | 8                             | 412  | 420        | 715        |
| 04:30 PM    | 0                            | 10    | 10         | 243                           | 15    | 258        | 15                            | 473  | 488        | 756        |
| 04:45 PM    | 0                            | 23    | 23         | 246                           | 9     | 255        | 12                            | 434  | 446        | 724        |
| Total       | 0                            | 84    | 84         | 994                           | 49    | 1043       | 50                            | 1708 | 1758       | 2885       |
| 05:00 PM    | 0                            | 21    | 21         | 297                           | 16    | 313        | 22                            | 457  | 479        | 813        |
| 05:15 PM    | 0                            | 27    | 27         | 281                           | 21    | 302        | 21                            | 442  | 463        | 792        |
| 05:30 PM    | 0                            | 16    | 16         | 279                           | 22    | 301        | 15                            | 524  | 539        | 856        |
| 05:45 PM    | 0                            | 18    | 18         | 297                           | 27    | 324        | 26                            | 477  | 503        | 845        |
| Total       | 0                            | 82    | 82         | 1154                          | 86    | 1240       | 84                            | 1900 | 1984       | 3306       |
| Grand Total | 0                            | 288   | 288        | 3177                          | 194   | 3371       | 192                           | 5109 | 5301       | 8960       |
| Apprch %    | 0                            | 100   |            | 94.2                          | 5.8   |            | 3.6                           | 96.4 |            |            |
| Total %     | 0                            | 3.2   |            | 35.5                          | 2.2   |            | 2.1                           | 57   | 59.2       |            |

|                                                            | Cardiff Avenue<br>Southbound |           |            | Culver Boulevard<br>Westbound |           |            | Culver Boulevard<br>Eastbound |            |            |            |
|------------------------------------------------------------|------------------------------|-----------|------------|-------------------------------|-----------|------------|-------------------------------|------------|------------|------------|
| Start Time                                                 | Left                         | Right     | App. Total | Thru                          | Right     | App. Total | Left                          | Thru       | 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                            | 21        | 21         | <b>297</b>                    | 16        | 313        | 22                            | 457        | 479        | 813        |
| 05:15 PM                                                   | 0                            | <b>27</b> | <b>27</b>  | 281                           | 21        | 302        | 21                            | 442        | 463        | 792        |
| 05:30 PM                                                   | 0                            | 16        | 16         | 279                           | 22        | 301        | 15                            | <b>524</b> | <b>539</b> | <b>856</b> |
| 05:45 PM                                                   | 0                            | 18        | 18         | 297                           | <b>27</b> | <b>324</b> | <b>26</b>                     | 477        | 503        | 845        |
| Total Volume                                               | 0                            | 82        | 82         | 1154                          | 86        | 1240       | 84                            | 1900       | 1984       | 3306       |
| % App. Total                                               | 0                            | 100       |            | 93.1                          | 6.9       |            | 4.2                           | 95.8       |            |            |
| PHF                                                        | .000                         | .759      | .759       | .971                          | .796      | .957       | .808                          | .906       | .920       | .966       |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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  |            |            |
|--------------|----------|-----------|-----------|------------|-----------|------------|-----------|------------|------------|
| +0 mins.     | 0        | 21        | 21        | <b>297</b> | 16        | 313        | 22        | 457        | 479        |
| +15 mins.    | 0        | <b>27</b> | <b>27</b> | 281        | 21        | 302        | 21        | 442        | 463        |
| +30 mins.    | 0        | 16        | 16        | 279        | 22        | 301        | 15        | <b>524</b> | <b>539</b> |
| +45 mins.    | 0        | 18        | 18        | 297        | <b>27</b> | <b>324</b> | <b>26</b> | 477        | 503        |
| Total Volume | 0        | 82        | 82        | 1154       | 86        | 1240       | 84        | 1900       | 1984       |
| % App. Total | 0        | 100       |           | 93.1       | 6.9       |            | 4.2       | 95.8       |            |
| PHF          | .000     | .759      | .759      | .971       | .796      | .957       | .808      | .906       | .920       |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

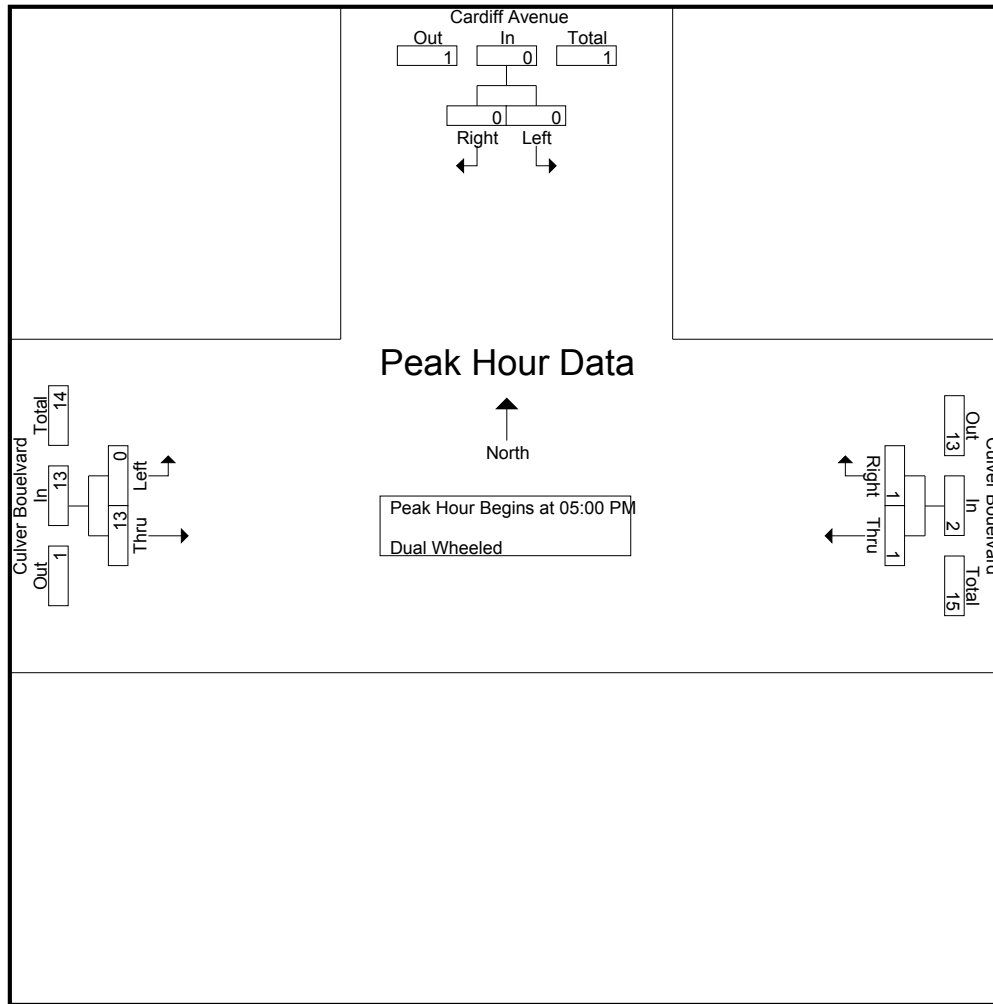
Groups Printed- Dual Wheeled

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 0                            | 1     | 1          | 2                             | 1     | 3          | 0                             | 7    | 7          | 11         |
| 03:15 PM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 03:30 PM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 2    | 2          | 4          |
| 03:45 PM    | 0                            | 1     | 1          | 3                             | 0     | 3          | 0                             | 3    | 3          | 7          |
| Total       | 0                            | 2     | 2          | 9                             | 1     | 10         | 0                             | 13   | 13         | 25         |
| 04:00 PM    | 0                            | 0     | 0          | 1                             | 1     | 2          | 0                             | 1    | 1          | 3          |
| 04:15 PM    | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 4    | 4          | 4          |
| 04:30 PM    | 0                            | 1     | 1          | 4                             | 0     | 4          | 0                             | 0    | 0          | 5          |
| 04:45 PM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 1    | 1          | 2          |
| Total       | 0                            | 1     | 1          | 6                             | 1     | 7          | 0                             | 6    | 6          | 14         |
| 05:00 PM    | 0                            | 0     | 0          | 1                             | 1     | 2          | 0                             | 8    | 8          | 10         |
| 05:15 PM    | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 3    | 3          | 3          |
| 05:30 PM    | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 0    | 0          | 0          |
| 05:45 PM    | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 2    | 2          | 2          |
| Total       | 0                            | 0     | 0          | 1                             | 1     | 2          | 0                             | 13   | 13         | 15         |
| Grand Total | 0                            | 3     | 3          | 16                            | 3     | 19         | 0                             | 32   | 32         | 54         |
| Apprch %    | 0                            | 100   |            | 84.2                          | 15.8  |            | 0                             | 100  |            |            |
| Total %     | 0                            | 5.6   | 5.6        | 29.6                          | 5.6   | 35.2       | 0                             | 59.3 | 59.3       |            |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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          | 1                             | 1     | 2          | 0                             | 8    | 8          | 10         |
| 05:15 PM                                                   | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 3    | 3          | 3          |
| 05:30 PM                                                   | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 0    | 0          | 0          |
| 05:45 PM                                                   | 0                            | 0     | 0          | 0                             | 0     | 0          | 0                             | 2    | 2          | 2          |
| Total Volume                                               | 0                            | 0     | 0          | 1                             | 1     | 2          | 0                             | 13   | 13         | 15         |
| % App. Total                                               | 0                            | 0     |            | 50                            | 50    |            | 0                             | 100  |            |            |
| PHF                                                        | .000                         | .000  | .000       | .250                          | .250  | .250       | .000                          | .406 | .406       | .375       |

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

File Name : CVCCACUPM  
Site Code : 10516364  
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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        | 0    | 0    | 1        | 1    | 2    | 0        | 8    | 8    |
| +15 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 0        | 3    | 3    |
| +30 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 0        | 0    | 0    |
| +45 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 0        | 2    | 2    |
| Total Volume | 0        | 0    | 0    | 1        | 1    | 2    | 0        | 13   | 13   |
| % App. Total | 0        | 0    | 0    | 50       | 50   |      | 0        | 100  |      |
| PHF          | .000     | .000 | .000 | .250     | .250 | .250 | .000     | .406 | .406 |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

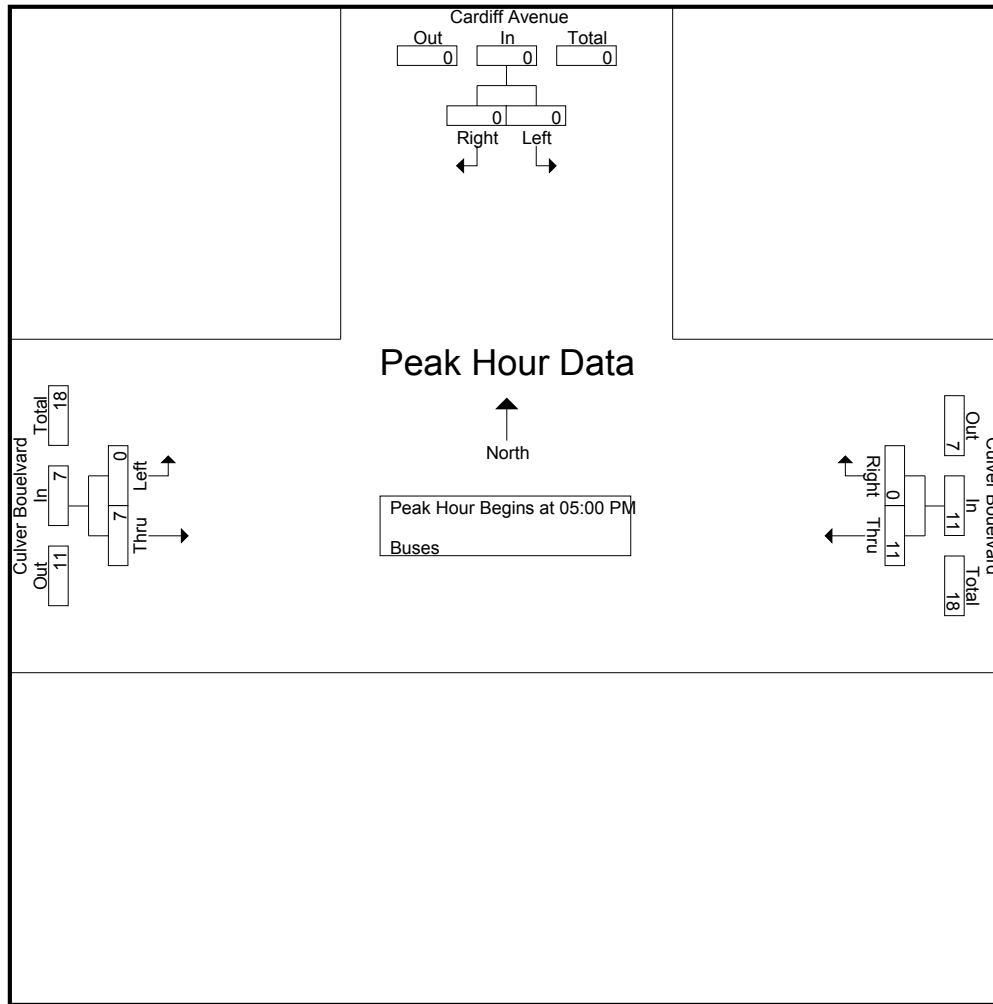
Groups Printed- Buses

|             | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 2    | 2          | 4          |
| 03:15 PM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 1    | 1          | 2          |
| 03:30 PM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 1    | 1          | 2          |
| 03:45 PM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 2    | 2          | 5          |
| Total       | 0                            | 0     | 0          | 7                             | 0     | 7          | 0                             | 6    | 6          | 13         |
| 04:00 PM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 1    | 1          | 4          |
| 04:15 PM    | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 3    | 3          | 7          |
| 04:30 PM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 0    | 0          | 3          |
| 04:45 PM    | 0                            | 0     | 0          | 1                             | 0     | 1          | 0                             | 2    | 2          | 3          |
| Total       | 0                            | 0     | 0          | 11                            | 0     | 11         | 0                             | 6    | 6          | 17         |
| 05:00 PM    | 0                            | 0     | 0          | 4                             | 0     | 4          | 0                             | 2    | 2          | 6          |
| 05:15 PM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 05:30 PM    | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 05:45 PM    | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| Total       | 0                            | 0     | 0          | 11                            | 0     | 11         | 0                             | 7    | 7          | 18         |
| Grand Total | 0                            | 0     | 0          | 29                            | 0     | 29         | 0                             | 19   | 19         | 48         |
| Apprch %    | 0                            | 0     |            | 100                           | 0     |            | 0                             | 100  |            |            |
| Total %     | 0                            | 0     |            | 60.4                          | 0     | 60.4       | 0                             | 39.6 | 39.6       |            |

|                                                            | Cardiff Avenue<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|------------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                         | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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          | 4                             | 0     | 4          | 0                             | 2    | 2          | 6          |
| 05:15 PM                                                   | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 05:30 PM                                                   | 0                            | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 05:45 PM                                                   | 0                            | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| Total Volume                                               | 0                            | 0     | 0          | 11                            | 0     | 11         | 0                             | 7    | 7          | 18         |
| % App. Total                                               | 0                            | 0     |            | 100                           | 0     |            | 0                             | 100  |            |            |
| PHF                                                        | .000                         | .000  | .000       | .688                          | .000  | .688       | .000                          | .583 | .583       | .750       |

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

File Name : CVCCACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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        | 0    | 0    | 4        | 0    | 4    | 0        | 2    | 2    |
| +15 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 1    | 1    |
| +30 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 1    | 1    |
| +45 mins.    | 0        | 0    | 0    | 3        | 0    | 3    | 0        | 3    | 3    |
| Total Volume | 0        | 0    | 0    | 11       | 0    | 11   | 0        | 7    | 7    |
| % App. Total | 0        | 0    | 0    | 100      | 0    | 100  | 0        | 100  | 100  |
| PHF          | .000     | .000 | .000 | .688     | .000 | .688 | .000     | .583 | .583 |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

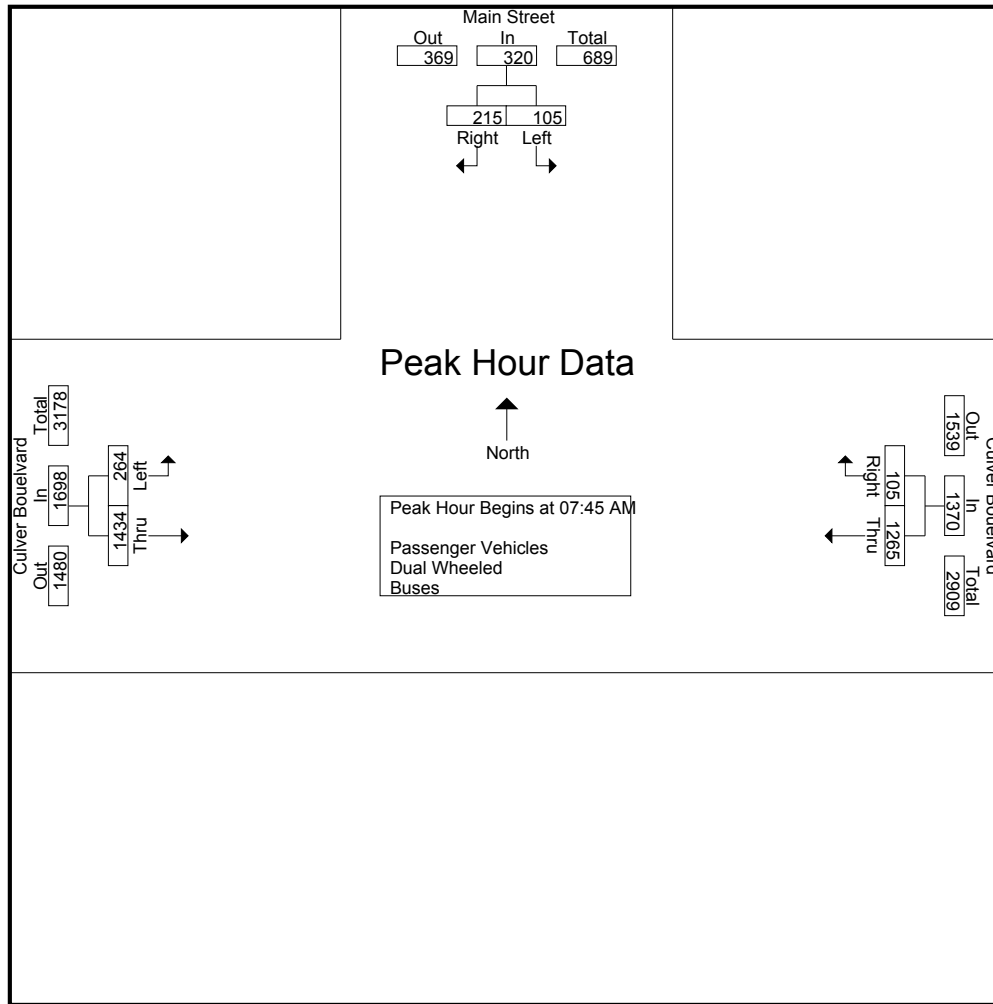
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|----------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time           | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM             | 7                         | 11    | 18         | 278                           | 12    | 290        | 30                            | 239  | 269        | 577        |
| 07:15 AM             | 10                        | 30    | 40         | 292                           | 22    | 314        | 44                            | 325  | 369        | 723        |
| 07:30 AM             | 11                        | 36    | 47         | 332                           | 24    | 356        | 73                            | 317  | 390        | 793        |
| 07:45 AM             | 17                        | 54    | 71         | 324                           | 35    | 359        | 45                            | 363  | 408        | 838        |
| Total                | 45                        | 131   | 176        | 1226                          | 93    | 1319       | 192                           | 1244 | 1436       | 2931       |
| 08:00 AM             | 29                        | 63    | 92         | 329                           | 26    | 355        | 66                            | 374  | 440        | 887        |
| 08:15 AM             | 39                        | 50    | 89         | 308                           | 22    | 330        | 71                            | 342  | 413        | 832        |
| 08:30 AM             | 20                        | 48    | 68         | 304                           | 22    | 326        | 82                            | 355  | 437        | 831        |
| 08:45 AM             | 28                        | 57    | 85         | 295                           | 23    | 318        | 76                            | 355  | 431        | 834        |
| Total                | 116                       | 218   | 334        | 1236                          | 93    | 1329       | 295                           | 1426 | 1721       | 3384       |
| 09:00 AM             | 20                        | 47    | 67         | 314                           | 18    | 332        | 66                            | 319  | 385        | 784        |
| 09:15 AM             | 15                        | 41    | 56         | 315                           | 11    | 326        | 41                            | 285  | 326        | 708        |
| 09:30 AM             | 16                        | 36    | 52         | 296                           | 6     | 302        | 32                            | 254  | 286        | 640        |
| 09:45 AM             | 22                        | 38    | 60         | 237                           | 11    | 248        | 21                            | 245  | 266        | 574        |
| Total                | 73                        | 162   | 235        | 1162                          | 46    | 1208       | 160                           | 1103 | 1263       | 2706       |
| Grand Total          | 234                       | 511   | 745        | 3624                          | 232   | 3856       | 647                           | 3773 | 4420       | 9021       |
| Apprch %             | 31.4                      | 68.6  |            | 94                            | 6     |            | 14.6                          | 85.4 |            |            |
| Total %              | 2.6                       | 5.7   | 8.3        | 40.2                          | 2.6   | 42.7       | 7.2                           | 41.8 | 49         |            |
| Passenger Vehicles   | 229                       | 503   | 732        | 3549                          | 223   | 3772       | 647                           | 3736 | 4383       | 8887       |
| % Passenger Vehicles | 97.9                      | 98.4  | 98.3       | 97.9                          | 96.1  | 97.8       | 100                           | 99   | 99.2       | 98.5       |
| Dual Wheeled         | 5                         | 7     | 12         | 39                            | 7     | 46         | 0                             | 10   | 10         | 68         |
| % Dual Wheeled       | 2.1                       | 1.4   | 1.6        | 1.1                           | 3     | 1.2        | 0                             | 0.3  | 0.2        | 0.8        |
| Buses                | 0                         | 1     | 1          | 36                            | 2     | 38         | 0                             | 27   | 27         | 66         |
| % Buses              | 0                         | 0.2   | 0.1        | 1                             | 0.9   | 1          | 0                             | 0.7  | 0.6        | 0.7        |

|                                                            | Main Street<br>Southbound |           |            | Culver Boulevard<br>Westbound |           |            | Culver Boulevard<br>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 07:45 AM       |                           |           |            |                               |           |            |                               |            |            |            |
| 07:45 AM                                                   | 17                        | 54        | 71         | 324                           | <b>35</b> | <b>359</b> | 45                            | 363        | 408        | 838        |
| 08:00 AM                                                   | 29                        | <b>63</b> | <b>92</b>  | <b>329</b>                    | 26        | 355        | 66                            | <b>374</b> | <b>440</b> | <b>887</b> |
| 08:15 AM                                                   | <b>39</b>                 | 50        | 89         | 308                           | 22        | 330        | 71                            | 342        | 413        | 832        |
| 08:30 AM                                                   | 20                        | 48        | 68         | 304                           | 22        | 326        | <b>82</b>                     | 355        | 437        | 831        |
| Total Volume                                               | 105                       | 215       | 320        | 1265                          | 105       | 1370       | 264                           | 1434       | 1698       | 3388       |
| % App. Total                                               | 32.8                      | 67.2      |            | 92.3                          | 7.7       |            | 15.5                          | 84.5       |            |            |
| PHF                                                        | .673                      | .853      | .870       | .961                          | .750      | .954       | .805                          | .959       | .965       | .955       |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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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 |      |      | 07:30 AM |      |      | 08:00 AM |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 29       | 63   | 92   | 332      | 24   | 356  | 66       | 374  | 440  |
| +15 mins.    | 39       | 50   | 89   | 324      | 35   | 359  | 71       | 342  | 413  |
| +30 mins.    | 20       | 48   | 68   | 329      | 26   | 355  | 82       | 355  | 437  |
| +45 mins.    | 28       | 57   | 85   | 308      | 22   | 330  | 76       | 355  | 431  |
| Total Volume | 116      | 218  | 334  | 1293     | 107  | 1400 | 295      | 1426 | 1721 |
| % App. Total | 34.7     | 65.3 |      | 92.4     | 7.6  |      | 17.1     | 82.9 |      |
| PHF          | .744     | .865 | .908 | .974     | .764 | .975 | .899     | .953 | .978 |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

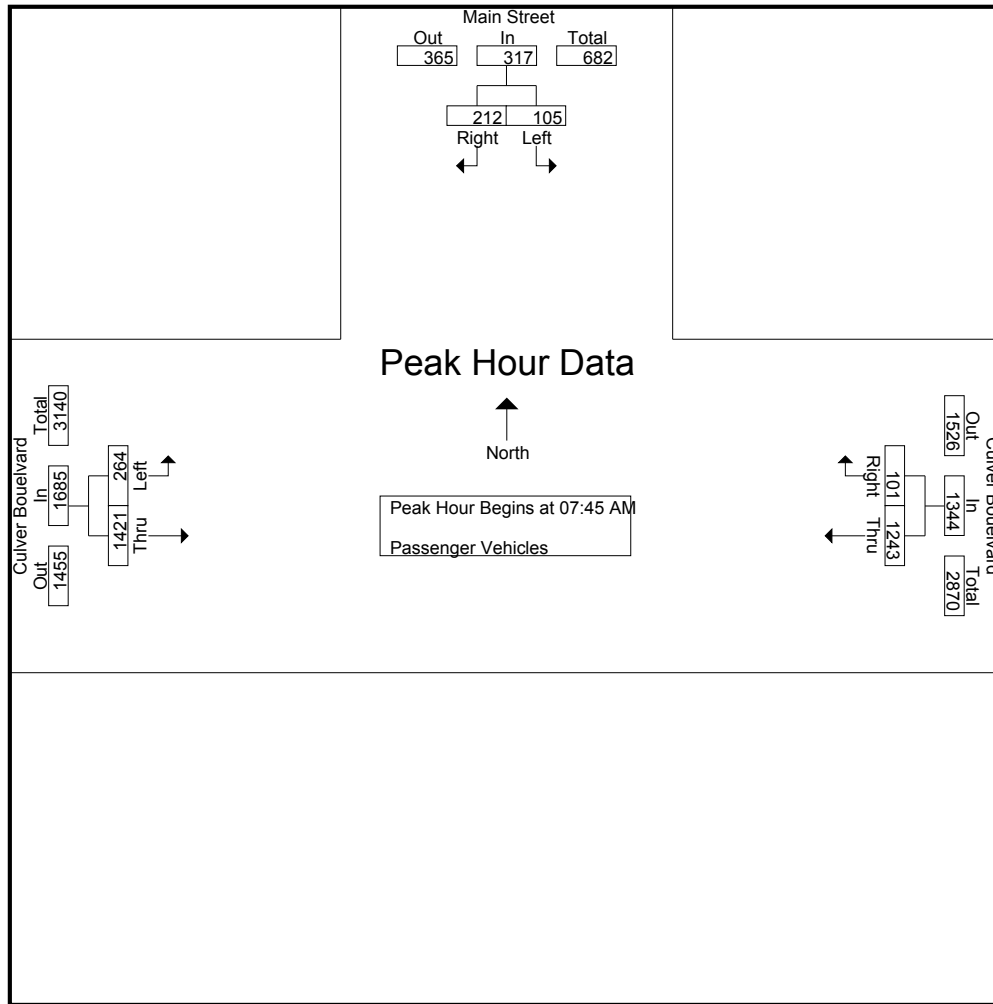
Groups Printed- Passenger Vehicles

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 6                         | 11    | 17         | 271                           | 11    | 282        | 30                            | 237  | 267        | 566        |
| 07:15 AM    | 9                         | 30    | 39         | 283                           | 19    | 302        | 44                            | 319  | 363        | 704        |
| 07:30 AM    | 10                        | 36    | 46         | 328                           | 24    | 352        | 73                            | 316  | 389        | 787        |
| 07:45 AM    | 17                        | 53    | 70         | 321                           | 35    | 356        | 45                            | 358  | 403        | 829        |
| Total       | 42                        | 130   | 172        | 1203                          | 89    | 1292       | 192                           | 1230 | 1422       | 2886       |
| 08:00 AM    | 29                        | 62    | 91         | 325                           | 24    | 349        | 66                            | 372  | 438        | 878        |
| 08:15 AM    | 39                        | 49    | 88         | 304                           | 21    | 325        | 71                            | 338  | 409        | 822        |
| 08:30 AM    | 20                        | 48    | 68         | 293                           | 21    | 314        | 82                            | 353  | 435        | 817        |
| 08:45 AM    | 28                        | 57    | 85         | 290                           | 23    | 313        | 76                            | 352  | 428        | 826        |
| Total       | 116                       | 216   | 332        | 1212                          | 89    | 1301       | 295                           | 1415 | 1710       | 3343       |
| 09:00 AM    | 20                        | 46    | 66         | 312                           | 18    | 330        | 66                            | 315  | 381        | 777        |
| 09:15 AM    | 14                        | 40    | 54         | 306                           | 11    | 317        | 41                            | 280  | 321        | 692        |
| 09:30 AM    | 16                        | 34    | 50         | 286                           | 5     | 291        | 32                            | 253  | 285        | 626        |
| 09:45 AM    | 21                        | 37    | 58         | 230                           | 11    | 241        | 21                            | 243  | 264        | 563        |
| Total       | 71                        | 157   | 228        | 1134                          | 45    | 1179       | 160                           | 1091 | 1251       | 2658       |
| Grand Total | 229                       | 503   | 732        | 3549                          | 223   | 3772       | 647                           | 3736 | 4383       | 8887       |
| Apprch %    | 31.3                      | 68.7  |            | 94.1                          | 5.9   |            | 14.8                          | 85.2 |            |            |
| Total %     | 2.6                       | 5.7   | 8.2        | 39.9                          | 2.5   | 42.4       | 7.3                           | 42   | 49.3       |            |

|                                                            | Main Street<br>Southbound |           |            | Culver Boulevard<br>Westbound |           |            | Culver Boulevard<br>Eastbound |            |            |            |
|------------------------------------------------------------|---------------------------|-----------|------------|-------------------------------|-----------|------------|-------------------------------|------------|------------|------------|
| Start Time                                                 | Left                      | Right     | App. Total | Thru                          | Right     | App. Total | Left                          | Thru       | 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                                                   | 17                        | 53        | 70         | 321                           | <b>35</b> | <b>356</b> | 45                            | 358        | 403        | 829        |
| 08:00 AM                                                   | 29                        | <b>62</b> | <b>91</b>  | <b>325</b>                    | 24        | 349        | 66                            | <b>372</b> | <b>438</b> | <b>878</b> |
| 08:15 AM                                                   | <b>39</b>                 | 49        | 88         | 304                           | 21        | 325        | 71                            | 338        | 409        | 822        |
| 08:30 AM                                                   | 20                        | 48        | 68         | 293                           | 21        | 314        | <b>82</b>                     | 353        | 435        | 817        |
| Total Volume                                               | 105                       | 212       | 317        | 1243                          | 101       | 1344       | 264                           | 1421       | 1685       | 3346       |
| % App. Total                                               | 33.1                      | 66.9      |            | 92.5                          | 7.5       |            | 15.7                          | 84.3       |            |            |
| PHF                                                        | .673                      | .855      | .871       | .956                          | .721      | .944       | .805                          | .955       | .962       | .953       |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
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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 |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 17       | 53   | 70   | 321      | 35   | 356  | 45       | 358  | 403  |
| +15 mins.    | 29       | 62   | 91   | 325      | 24   | 349  | 66       | 372  | 438  |
| +30 mins.    | 39       | 49   | 88   | 304      | 21   | 325  | 71       | 338  | 409  |
| +45 mins.    | 20       | 48   | 68   | 293      | 21   | 314  | 82       | 353  | 435  |
| Total Volume | 105      | 212  | 317  | 1243     | 101  | 1344 | 264      | 1421 | 1685 |
| % App. Total | 33.1     | 66.9 |      | 92.5     | 7.5  |      | 15.7     | 84.3 |      |
| PHF          | .673     | .855 | .871 | .956     | .721 | .944 | .805     | .955 | .962 |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
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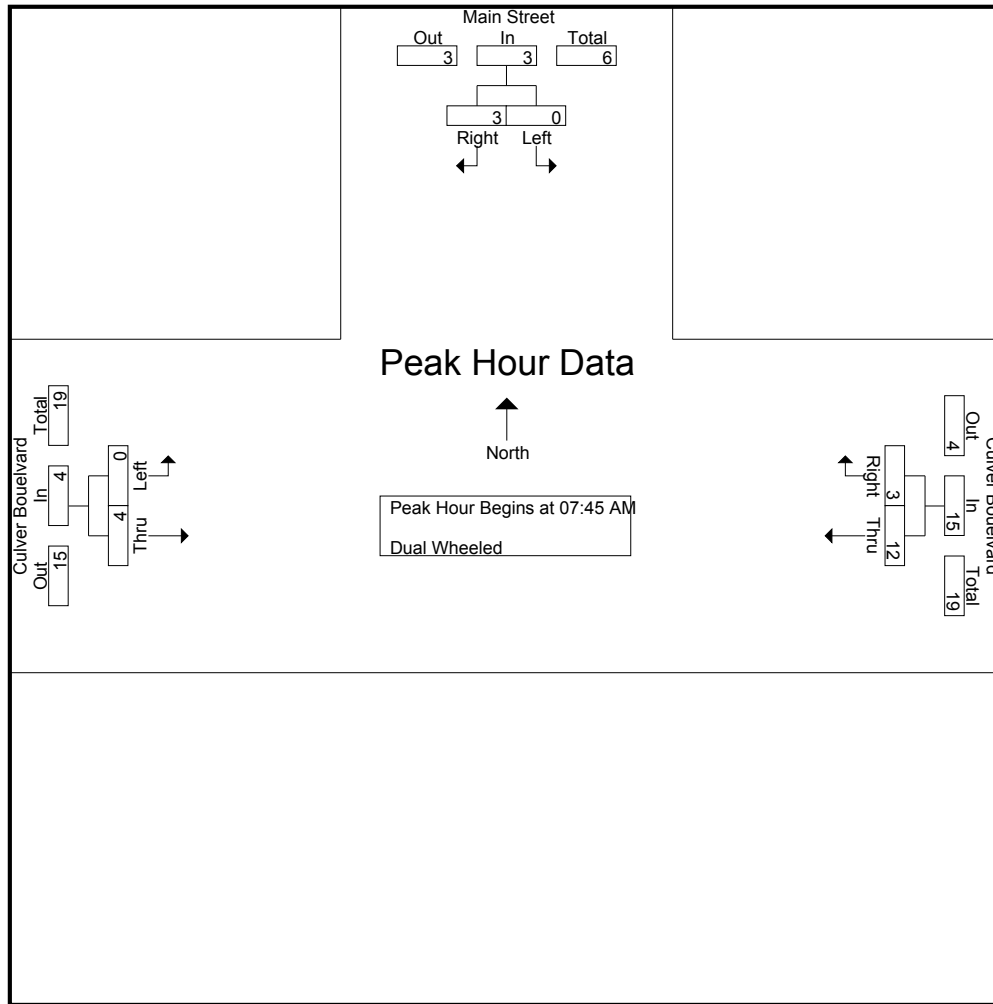
Groups Printed- Dual Wheeled

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 1                         | 0     | 1          | 2                             | 1     | 3          | 0                             | 0    | 0          | 4          |
| 07:15 AM    | 1                         | 0     | 1          | 3                             | 2     | 5          | 0                             | 1    | 1          | 7          |
| 07:30 AM    | 1                         | 0     | 1          | 1                             | 0     | 1          | 0                             | 0    | 0          | 2          |
| 07:45 AM    | 0                         | 1     | 1          | 2                             | 0     | 2          | 0                             | 1    | 1          | 4          |
| Total       | 3                         | 1     | 4          | 8                             | 3     | 11         | 0                             | 2    | 2          | 17         |
| 08:00 AM    | 0                         | 1     | 1          | 2                             | 1     | 3          | 0                             | 1    | 1          | 5          |
| 08:15 AM    | 0                         | 1     | 1          | 1                             | 1     | 2          | 0                             | 1    | 1          | 4          |
| 08:30 AM    | 0                         | 0     | 0          | 7                             | 1     | 8          | 0                             | 1    | 1          | 9          |
| 08:45 AM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 1    | 1          | 4          |
| Total       | 0                         | 2     | 2          | 13                            | 3     | 16         | 0                             | 4    | 4          | 22         |
| 09:00 AM    | 0                         | 1     | 1          | 0                             | 0     | 0          | 0                             | 1    | 1          | 2          |
| 09:15 AM    | 1                         | 1     | 2          | 6                             | 0     | 6          | 0                             | 2    | 2          | 10         |
| 09:30 AM    | 0                         | 1     | 1          | 7                             | 1     | 8          | 0                             | 0    | 0          | 9          |
| 09:45 AM    | 1                         | 1     | 2          | 5                             | 0     | 5          | 0                             | 1    | 1          | 8          |
| Total       | 2                         | 4     | 6          | 18                            | 1     | 19         | 0                             | 4    | 4          | 29         |
| Grand Total | 5                         | 7     | 12         | 39                            | 7     | 46         | 0                             | 10   | 10         | 68         |
| Apprch %    | 41.7                      | 58.3  |            | 84.8                          | 15.2  |            | 0                             | 100  |            |            |
| Total %     | 7.4                       | 10.3  | 17.6       | 57.4                          | 10.3  | 67.6       | 0                             | 14.7 | 14.7       |            |

|                                                            | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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     | 2          | 0                             | 1    | 1          | 4          |
| 08:00 AM                                                   | 0                         | 1     | 1          | 2                             | 1     | 3          | 0                             | 1    | 1          | 5          |
| 08:15 AM                                                   | 0                         | 1     | 1          | 1                             | 1     | 2          | 0                             | 1    | 1          | 4          |
| 08:30 AM                                                   | 0                         | 0     | 0          | 7                             | 1     | 8          | 0                             | 1    | 1          | 9          |
| Total Volume                                               | 0                         | 3     | 3          | 12                            | 3     | 15         | 0                             | 4    | 4          | 22         |
| % App. Total                                               | 0                         | 100   |            | 80                            | 20    |            | 0                             | 100  |            |            |
| PHF                                                        | .000                      | .750  | .750       | .429                          | .750  | .469       | .000                          | 1.00 | 1.00       | .611       |

Culver City  
N/S: Main Street  
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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 |       |       |
|--------------|----------|------|------|----------|------|------|----------|-------|-------|
| +0 mins.     | 0        | 1    | 1    | 2        | 0    | 2    | 0        | 1     | 1     |
| +15 mins.    | 0        | 1    | 1    | 2        | 1    | 3    | 0        | 1     | 1     |
| +30 mins.    | 0        | 1    | 1    | 1        | 1    | 2    | 0        | 1     | 1     |
| +45 mins.    | 0        | 0    | 0    | 7        | 1    | 8    | 0        | 1     | 1     |
| Total Volume | 0        | 3    | 3    | 12       | 3    | 15   | 0        | 4     | 4     |
| % App. Total | 0        | 100  |      | 80       | 20   |      | 0        | 100   |       |
| PHF          | .000     | .750 | .750 | .429     | .750 | .469 | .000     | 1.000 | 1.000 |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUAM  
Site Code : 10516364  
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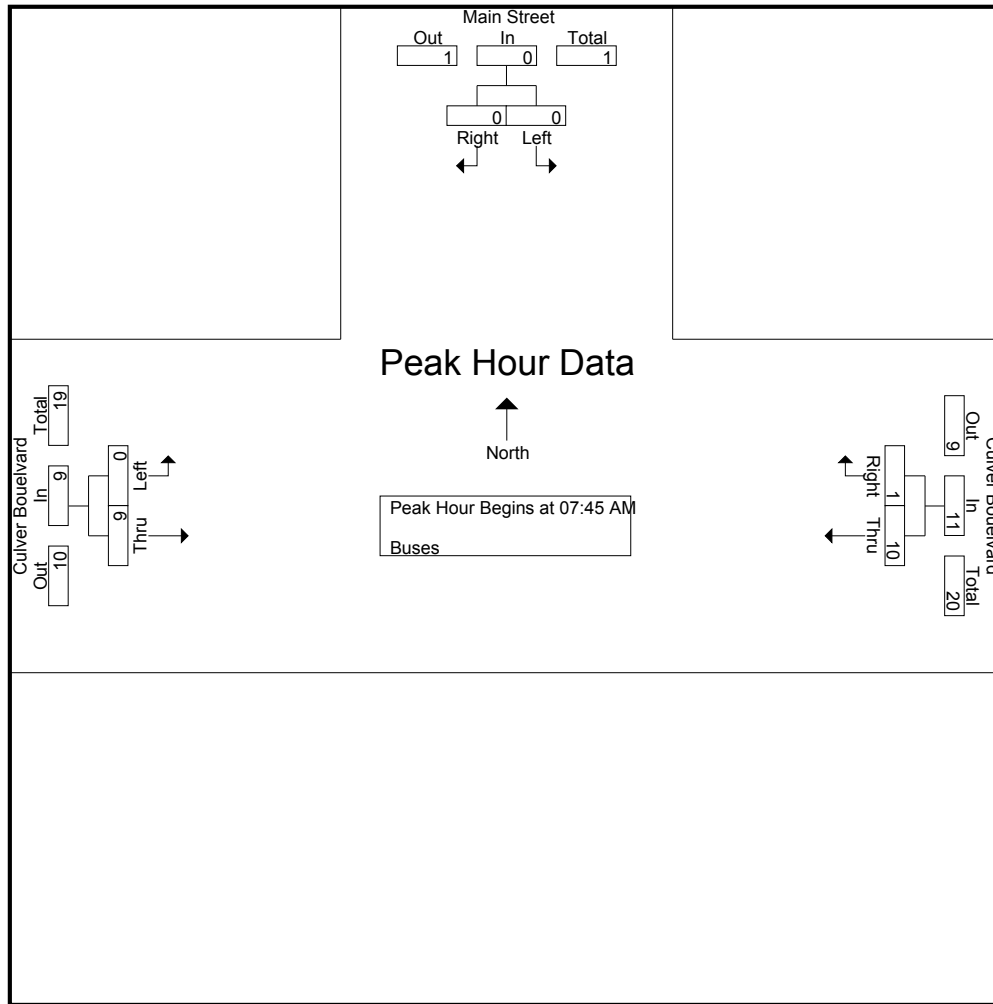
Groups Printed- Buses

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 07:00 AM    | 0                         | 0     | 0          | 5                             | 0     | 5          | 0                             | 2    | 2          | 7          |
| 07:15 AM    | 0                         | 0     | 0          | 6                             | 1     | 7          | 0                             | 5    | 5          | 12         |
| 07:30 AM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 1    | 1          | 4          |
| 07:45 AM    | 0                         | 0     | 0          | 1                             | 0     | 1          | 0                             | 4    | 4          | 5          |
| Total       | 0                         | 0     | 0          | 15                            | 1     | 16         | 0                             | 12   | 12         | 28         |
| 08:00 AM    | 0                         | 0     | 0          | 2                             | 1     | 3          | 0                             | 1    | 1          | 4          |
| 08:15 AM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| 08:30 AM    | 0                         | 0     | 0          | 4                             | 0     | 4          | 0                             | 1    | 1          | 5          |
| 08:45 AM    | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 2    | 2          | 4          |
| Total       | 0                         | 0     | 0          | 11                            | 1     | 12         | 0                             | 7    | 7          | 19         |
| 09:00 AM    | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 3    | 3          | 5          |
| 09:15 AM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| 09:30 AM    | 0                         | 1     | 1          | 3                             | 0     | 3          | 0                             | 1    | 1          | 5          |
| 09:45 AM    | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| Total       | 0                         | 1     | 1          | 10                            | 0     | 10         | 0                             | 8    | 8          | 19         |
| Grand Total | 0                         | 1     | 1          | 36                            | 2     | 38         | 0                             | 27   | 27         | 66         |
| Apprch %    | 0                         | 100   |            | 94.7                          | 5.3   |            | 0                             | 100  |            |            |
| Total %     | 0                         | 1.5   | 1.5        | 54.5                          | 3     | 57.6       | 0                             | 40.9 | 40.9       |            |

|                                                            | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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          | 1                             | 0     | 1          | 0                             | 4    | 4          | 5          |
| 08:00 AM                                                   | 0                         | 0     | 0          | 2                             | 1     | 3          | 0                             | 1    | 1          | 4          |
| 08:15 AM                                                   | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 3    | 3          | 6          |
| 08:30 AM                                                   | 0                         | 0     | 0          | 4                             | 0     | 4          | 0                             | 1    | 1          | 5          |
| Total Volume                                               | 0                         | 0     | 0          | 10                            | 1     | 11         | 0                             | 9    | 9          | 20         |
| % App. Total                                               | 0                         | 0     |            | 90.9                          | 9.1   |            | 0                             | 100  |            |            |
| PHF                                                        | .000                      | .000  | .000       | .625                          | .250  | .688       | .000                          | .563 | .563       | .833       |

Culver City  
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E/W: Culver Boulevard  
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 |      |      |
|--------------|----------|------|------|----------|------|------|----------|------|------|
| +0 mins.     | 0        | 0    | 0    | 1        | 0    | 1    | 0        | 4    | 4    |
| +15 mins.    | 0        | 0    | 0    | 2        | 1    | 3    | 0        | 1    | 1    |
| +30 mins.    | 0        | 0    | 0    | 3        | 0    | 3    | 0        | 3    | 3    |
| +45 mins.    | 0        | 0    | 0    | 4        | 0    | 4    | 0        | 1    | 1    |
| Total Volume | 0        | 0    | 0    | 10       | 1    | 11   | 0        | 9    | 9    |
| % App. Total | 0        | 0    |      | 90.9     | 9.1  |      | 0        | 100  |      |
| PHF          | .000     | .000 | .000 | .625     | .250 | .688 | .000     | .563 | .563 |

Culver City  
N/S: Main Street  
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File Name : CVCMACUPM  
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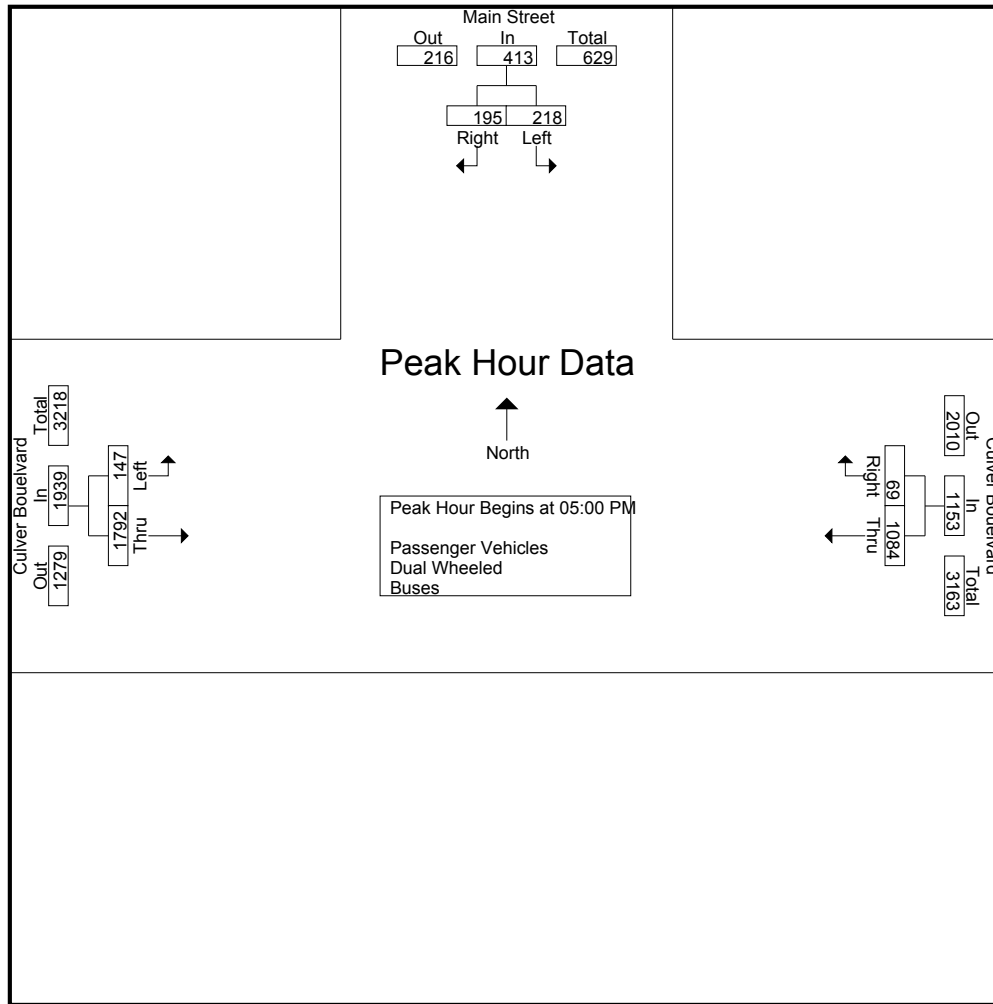
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|----------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time           | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM             | 26                        | 45    | 71         | 231                           | 11    | 242        | 25                            | 304  | 329        | 642        |
| 03:15 PM             | 51                        | 39    | 90         | 241                           | 9     | 250        | 28                            | 382  | 410        | 750        |
| 03:30 PM             | 42                        | 54    | 96         | 229                           | 8     | 237        | 32                            | 390  | 422        | 755        |
| 03:45 PM             | 37                        | 39    | 76         | 237                           | 10    | 247        | 22                            | 347  | 369        | 692        |
| Total                | 156                       | 177   | 333        | 938                           | 38    | 976        | 107                           | 1423 | 1530       | 2839       |
| 04:00 PM             | 42                        | 30    | 72         | 226                           | 11    | 237        | 35                            | 357  | 392        | 701        |
| 04:15 PM             | 53                        | 37    | 90         | 239                           | 7     | 246        | 34                            | 391  | 425        | 761        |
| 04:30 PM             | 53                        | 49    | 102        | 223                           | 13    | 236        | 32                            | 452  | 484        | 822        |
| 04:45 PM             | 52                        | 35    | 87         | 222                           | 13    | 235        | 35                            | 406  | 441        | 763        |
| Total                | 200                       | 151   | 351        | 910                           | 44    | 954        | 136                           | 1606 | 1742       | 3047       |
| 05:00 PM             | 59                        | 43    | 102        | 287                           | 18    | 305        | 31                            | 439  | 470        | 877        |
| 05:15 PM             | 38                        | 57    | 95         | 248                           | 11    | 259        | 28                            | 424  | 452        | 806        |
| 05:30 PM             | 64                        | 38    | 102        | 271                           | 14    | 285        | 41                            | 492  | 533        | 920        |
| 05:45 PM             | 57                        | 57    | 114        | 278                           | 26    | 304        | 47                            | 437  | 484        | 902        |
| Total                | 218                       | 195   | 413        | 1084                          | 69    | 1153       | 147                           | 1792 | 1939       | 3505       |
| Grand Total          | 574                       | 523   | 1097       | 2932                          | 151   | 3083       | 390                           | 4821 | 5211       | 9391       |
| Apprch %             | 52.3                      | 47.7  |            | 95.1                          | 4.9   |            | 7.5                           | 92.5 |            |            |
| Total %              | 6.1                       | 5.6   | 11.7       | 31.2                          | 1.6   | 32.8       | 4.2                           | 51.3 | 55.5       |            |
| Passenger Vehicles   | 558                       | 515   | 1073       | 2880                          | 149   | 3029       | 386                           | 4752 | 5138       | 9240       |
| % Passenger Vehicles | 97.2                      | 98.5  | 97.8       | 98.2                          | 98.7  | 98.2       | 99                            | 98.6 | 98.6       | 98.4       |
| Dual Wheeled         | 11                        | 7     | 18         | 25                            | 2     | 27         | 4                             | 52   | 56         | 101        |
| % Dual Wheeled       | 1.9                       | 1.3   | 1.6        | 0.9                           | 1.3   | 0.9        | 1                             | 1.1  | 1.1        | 1.1        |
| Buses                | 5                         | 1     | 6          | 27                            | 0     | 27         | 0                             | 17   | 17         | 50         |
| % Buses              | 0.9                       | 0.2   | 0.5        | 0.9                           | 0     | 0.9        | 0                             | 0.4  | 0.3        | 0.5        |

|                                                            | Main Street<br>Southbound |           |            | Culver Boulevard<br>Westbound |           |            | Culver Boulevard<br>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 05:00 PM       |                           |           |            |                               |           |            |                               |            |            |            |
| 05:00 PM                                                   | 59                        | 43        | 102        | <b>287</b>                    | 18        | <b>305</b> | 31                            | 439        | 470        | 877        |
| 05:15 PM                                                   | 38                        | <b>57</b> | 95         | 248                           | 11        | 259        | 28                            | 424        | 452        | 806        |
| 05:30 PM                                                   | <b>64</b>                 | 38        | 102        | 271                           | 14        | 285        | 41                            | <b>492</b> | <b>533</b> | <b>920</b> |
| 05:45 PM                                                   | 57                        | 57        | <b>114</b> | 278                           | <b>26</b> | 304        | <b>47</b>                     | 437        | 484        | 902        |
| Total Volume                                               | 218                       | 195       | 413        | 1084                          | 69        | 1153       | 147                           | 1792       | 1939       | 3505       |
| % App. Total                                               | 52.8                      | 47.2      |            | 94                            | 6         |            | 7.6                           | 92.4       |            |            |
| PHF                                                        | .852                      | .855      | .906       | .944                          | .663      | .945       | .782                          | .911       | .909       | .952       |

Culver City  
N/S: Main Street  
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Weather: Clear

File Name : CVCMACUPM  
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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  |            |            |
|--------------|-----------|-----------|------------|------------|-----------|------------|-----------|------------|------------|
| +0 mins.     | 59        | 43        | 102        | <b>287</b> | 18        | <b>305</b> | 31        | 439        | 470        |
| +15 mins.    | 38        | <b>57</b> | 95         | 248        | 11        | 259        | 28        | 424        | 452        |
| +30 mins.    | <b>64</b> | 38        | 102        | 271        | 14        | 285        | 41        | <b>492</b> | <b>533</b> |
| +45 mins.    | 57        | 57        | <b>114</b> | 278        | <b>26</b> | 304        | <b>47</b> | 437        | 484        |
| Total Volume | 218       | 195       | 413        | 1084       | 69        | 1153       | 147       | 1792       | 1939       |
| % App. Total | 52.8      | 47.2      |            | 94         | 6         |            | 7.6       | 92.4       |            |
| PHF          | .852      | .855      | .906       | .944       | .663      | .945       | .782      | .911       | .909       |

Culver City  
N/S: Main Street  
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File Name : CVCMACUPM  
Site Code : 10516364  
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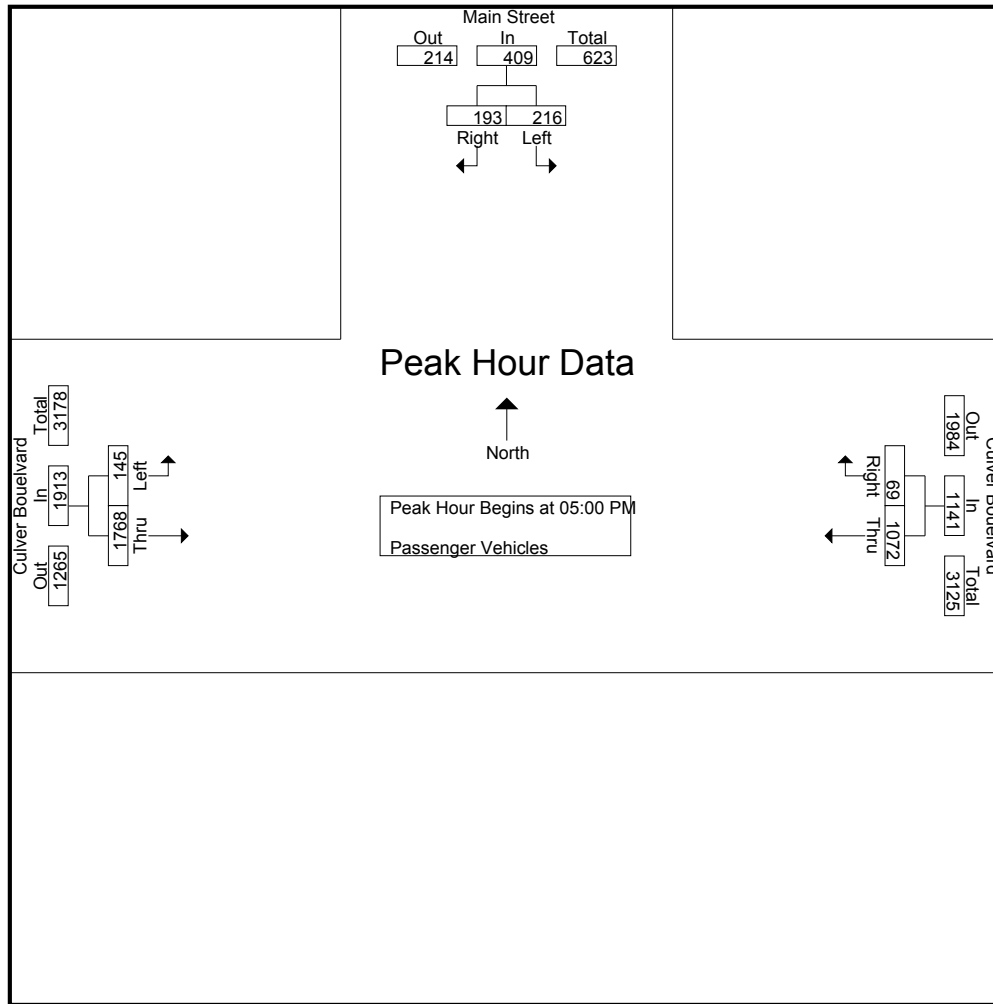
Groups Printed- Passenger Vehicles

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 26                        | 45    | 71         | 225                           | 11    | 236        | 24                            | 297  | 321        | 628        |
| 03:15 PM    | 48                        | 39    | 87         | 237                           | 9     | 246        | 27                            | 378  | 405        | 738        |
| 03:30 PM    | 41                        | 53    | 94         | 226                           | 7     | 233        | 32                            | 385  | 417        | 744        |
| 03:45 PM    | 36                        | 38    | 74         | 230                           | 10    | 240        | 22                            | 340  | 362        | 676        |
| Total       | 151                       | 175   | 326        | 918                           | 37    | 955        | 105                           | 1400 | 1505       | 2786       |
| 04:00 PM    | 37                        | 28    | 65         | 221                           | 10    | 231        | 35                            | 351  | 386        | 682        |
| 04:15 PM    | 51                        | 37    | 88         | 233                           | 7     | 240        | 34                            | 380  | 414        | 742        |
| 04:30 PM    | 53                        | 47    | 100        | 216                           | 13    | 229        | 32                            | 450  | 482        | 811        |
| 04:45 PM    | 50                        | 35    | 85         | 220                           | 13    | 233        | 35                            | 403  | 438        | 756        |
| Total       | 191                       | 147   | 338        | 890                           | 43    | 933        | 136                           | 1584 | 1720       | 2991       |
| 05:00 PM    | 59                        | 42    | 101        | 281                           | 18    | 299        | 31                            | 426  | 457        | 857        |
| 05:15 PM    | 37                        | 57    | 94         | 248                           | 11    | 259        | 26                            | 421  | 447        | 800        |
| 05:30 PM    | 63                        | 38    | 101        | 269                           | 14    | 283        | 41                            | 488  | 529        | 913        |
| 05:45 PM    | 57                        | 56    | 113        | 274                           | 26    | 300        | 47                            | 433  | 480        | 893        |
| Total       | 216                       | 193   | 409        | 1072                          | 69    | 1141       | 145                           | 1768 | 1913       | 3463       |
| Grand Total | 558                       | 515   | 1073       | 2880                          | 149   | 3029       | 386                           | 4752 | 5138       | 9240       |
| Apprch %    | 52                        | 48    |            | 95.1                          | 4.9   |            | 7.5                           | 92.5 |            |            |
| Total %     | 6                         | 5.6   | 11.6       | 31.2                          | 1.6   | 32.8       | 4.2                           | 51.4 | 55.6       |            |

|                                                            | Main Street<br>Southbound |           |            | Culver Boulevard<br>Westbound |           |            | Culver Boulevard<br>Eastbound |            |            |            |
|------------------------------------------------------------|---------------------------|-----------|------------|-------------------------------|-----------|------------|-------------------------------|------------|------------|------------|
| Start Time                                                 | Left                      | Right     | App. Total | Thru                          | Right     | App. Total | Left                          | Thru       | 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                                                   | 59                        | 42        | 101        | <b>281</b>                    | 18        | 299        | 31                            | 426        | 457        | 857        |
| 05:15 PM                                                   | 37                        | <b>57</b> | 94         | 248                           | 11        | 259        | 26                            | 421        | 447        | 800        |
| 05:30 PM                                                   | <b>63</b>                 | 38        | 101        | 269                           | 14        | 283        | 41                            | <b>488</b> | <b>529</b> | <b>913</b> |
| 05:45 PM                                                   | 57                        | 56        | <b>113</b> | 274                           | <b>26</b> | <b>300</b> | <b>47</b>                     | 433        | 480        | 893        |
| Total Volume                                               | 216                       | 193       | 409        | 1072                          | 69        | 1141       | 145                           | 1768       | 1913       | 3463       |
| % App. Total                                               | 52.8                      | 47.2      |            | 94                            | 6         |            | 7.6                           | 92.4       |            |            |
| PHF                                                        | .857                      | .846      | .905       | .954                          | .663      | .951       | .771                          | .906       | .904       | .948       |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUPM  
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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.     | 59        | 42        | 101        | <b>281</b> | 18        | 299        | 31        | 426        | 457        |
| +15 mins.    | 37        | <b>57</b> | 94         | 248        | 11        | 259        | 26        | 421        | 447        |
| +30 mins.    | <b>63</b> | 38        | 101        | 269        | 14        | 283        | 41        | <b>488</b> | <b>529</b> |
| +45 mins.    | 57        | 56        | <b>113</b> | 274        | <b>26</b> | <b>300</b> | <b>47</b> | 433        | 480        |
| Total Volume | 216       | 193       | 409        | 1072       | 69        | 1141       | 145       | 1768       | 1913       |
| % App. Total | 52.8      | 47.2      |            | 94         | 6         |            | 7.6       | 92.4       |            |
| PHF          | .857      | .846      | .905       | .954       | .663      | .951       | .771      | .906       | .904       |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
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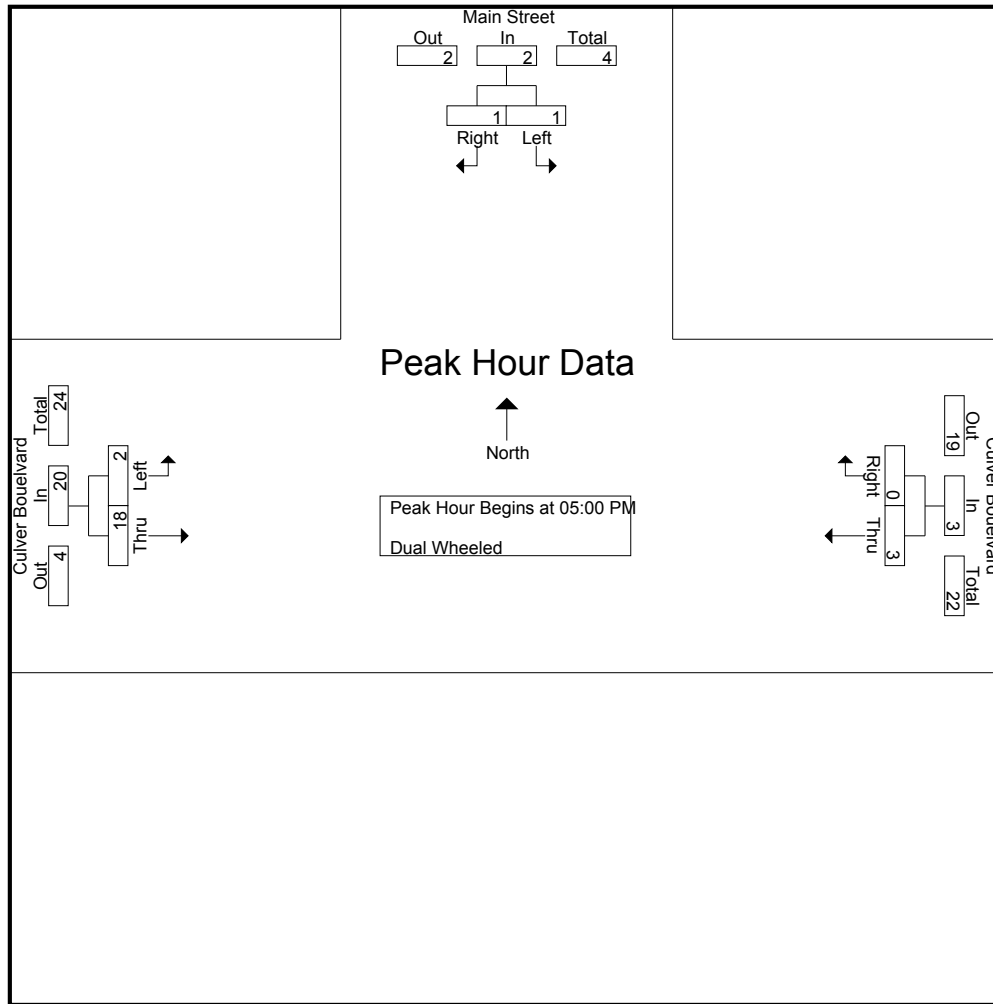
Groups Printed- Dual Wheeled

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 0                         | 0     | 0          | 4                             | 0     | 4          | 1                             | 6    | 7          | 11         |
| 03:15 PM    | 3                         | 0     | 3          | 3                             | 0     | 3          | 1                             | 3    | 4          | 10         |
| 03:30 PM    | 1                         | 1     | 2          | 2                             | 1     | 3          | 0                             | 3    | 3          | 8          |
| 03:45 PM    | 1                         | 1     | 2          | 4                             | 0     | 4          | 0                             | 5    | 5          | 11         |
| Total       | 5                         | 2     | 7          | 13                            | 1     | 14         | 2                             | 17   | 19         | 40         |
| 04:00 PM    | 3                         | 2     | 5          | 2                             | 1     | 3          | 0                             | 6    | 6          | 14         |
| 04:15 PM    | 1                         | 0     | 1          | 2                             | 0     | 2          | 0                             | 8    | 8          | 11         |
| 04:30 PM    | 0                         | 2     | 2          | 4                             | 0     | 4          | 0                             | 2    | 2          | 8          |
| 04:45 PM    | 1                         | 0     | 1          | 1                             | 0     | 1          | 0                             | 1    | 1          | 3          |
| Total       | 5                         | 4     | 9          | 9                             | 1     | 10         | 0                             | 17   | 17         | 36         |
| 05:00 PM    | 0                         | 1     | 1          | 2                             | 0     | 2          | 0                             | 12   | 12         | 15         |
| 05:15 PM    | 0                         | 0     | 0          | 0                             | 0     | 0          | 2                             | 2    | 4          | 4          |
| 05:30 PM    | 1                         | 0     | 1          | 0                             | 0     | 0          | 0                             | 2    | 2          | 3          |
| 05:45 PM    | 0                         | 0     | 0          | 1                             | 0     | 1          | 0                             | 2    | 2          | 3          |
| Total       | 1                         | 1     | 2          | 3                             | 0     | 3          | 2                             | 18   | 20         | 25         |
| Grand Total | 11                        | 7     | 18         | 25                            | 2     | 27         | 4                             | 52   | 56         | 101        |
| Apprch %    | 61.1                      | 38.9  |            | 92.6                          | 7.4   |            | 7.1                           | 92.9 |            |            |
| Total %     | 10.9                      | 6.9   | 17.8       | 24.8                          | 2     | 26.7       | 4                             | 51.5 | 55.4       |            |

|                                                            | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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     | 1          | 2                             | 0     | 2          | 0                             | 12   | 12         | 15         |
| 05:15 PM                                                   | 0                         | 0     | 0          | 0                             | 0     | 0          | 2                             | 2    | 4          | 4          |
| 05:30 PM                                                   | 1                         | 0     | 1          | 0                             | 0     | 0          | 0                             | 2    | 2          | 3          |
| 05:45 PM                                                   | 0                         | 0     | 0          | 1                             | 0     | 1          | 0                             | 2    | 2          | 3          |
| Total Volume                                               | 1                         | 1     | 2          | 3                             | 0     | 3          | 2                             | 18   | 20         | 25         |
| % App. Total                                               | 50                        | 50    |            | 100                           | 0     |            | 10                            | 90   |            |            |
| PHF                                                        | .250                      | .250  | .500       | .375                          | .000  | .375       | .250                          | .375 | .417       | .417       |

Culver City  
N/S: Main Street  
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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        | 1    | 1    | 2        | 0    | 2    | 0        | 12   | 12   |
| +15 mins.    | 0        | 0    | 0    | 0        | 0    | 0    | 2        | 2    | 4    |
| +30 mins.    | 1        | 0    | 1    | 0        | 0    | 0    | 0        | 2    | 2    |
| +45 mins.    | 0        | 0    | 0    | 1        | 0    | 1    | 0        | 2    | 2    |
| Total Volume | 1        | 1    | 2    | 3        | 0    | 3    | 2        | 18   | 20   |
| % App. Total | 50       | 50   |      | 100      | 0    |      | 10       | 90   |      |
| PHF          | .250     | .250 | .500 | .375     | .000 | .375 | .250     | .375 | .417 |

Culver City  
N/S: Main Street  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCMACUPM  
Site Code : 10516364  
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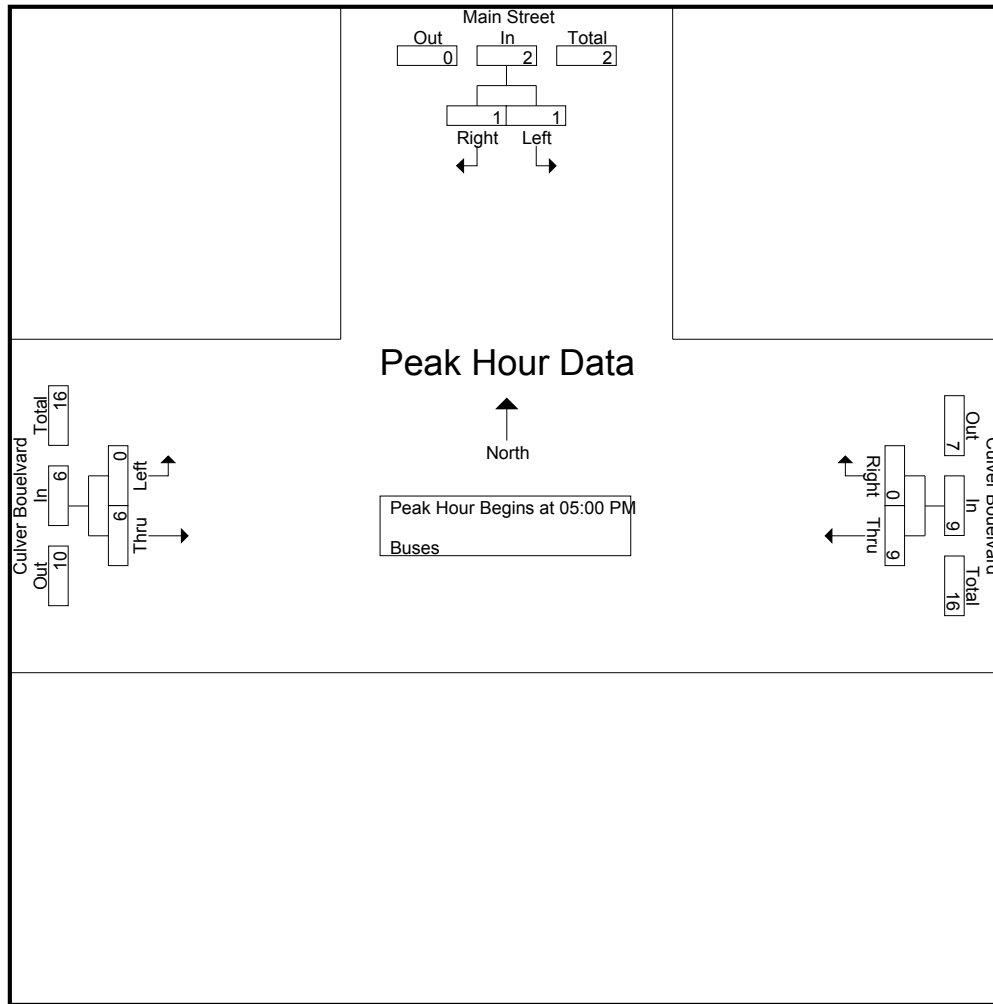
Groups Printed- Buses

|             | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|-------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time  | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | App. Total | Int. Total |
| 03:00 PM    | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 1    | 1          | 3          |
| 03:15 PM    | 0                         | 0     | 0          | 1                             | 0     | 1          | 0                             | 1    | 1          | 2          |
| 03:30 PM    | 0                         | 0     | 0          | 1                             | 0     | 1          | 0                             | 2    | 2          | 3          |
| 03:45 PM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 2    | 2          | 5          |
| Total       | 0                         | 0     | 0          | 7                             | 0     | 7          | 0                             | 6    | 6          | 13         |
| 04:00 PM    | 2                         | 0     | 2          | 3                             | 0     | 3          | 0                             | 0    | 0          | 5          |
| 04:15 PM    | 1                         | 0     | 1          | 4                             | 0     | 4          | 0                             | 3    | 3          | 8          |
| 04:30 PM    | 0                         | 0     | 0          | 3                             | 0     | 3          | 0                             | 0    | 0          | 3          |
| 04:45 PM    | 1                         | 0     | 1          | 1                             | 0     | 1          | 0                             | 2    | 2          | 4          |
| Total       | 4                         | 0     | 4          | 11                            | 0     | 11         | 0                             | 5    | 5          | 20         |
| 05:00 PM    | 0                         | 0     | 0          | 4                             | 0     | 4          | 0                             | 1    | 1          | 5          |
| 05:15 PM    | 1                         | 0     | 1          | 0                             | 0     | 0          | 0                             | 1    | 1          | 2          |
| 05:30 PM    | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 2    | 2          | 4          |
| 05:45 PM    | 0                         | 1     | 1          | 3                             | 0     | 3          | 0                             | 2    | 2          | 6          |
| Total       | 1                         | 1     | 2          | 9                             | 0     | 9          | 0                             | 6    | 6          | 17         |
| Grand Total | 5                         | 1     | 6          | 27                            | 0     | 27         | 0                             | 17   | 17         | 50         |
| Apprch %    | 83.3                      | 16.7  |            | 100                           | 0     |            | 0                             | 100  |            |            |
| Total %     | 10                        | 2     | 12         | 54                            | 0     | 54         | 0                             | 34   | 34         |            |

|                                                            | Main Street<br>Southbound |       |            | Culver Boulevard<br>Westbound |       |            | Culver Boulevard<br>Eastbound |      |            |            |
|------------------------------------------------------------|---------------------------|-------|------------|-------------------------------|-------|------------|-------------------------------|------|------------|------------|
| Start Time                                                 | Left                      | Right | App. Total | Thru                          | Right | App. Total | Left                          | Thru | 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          | 4                             | 0     | 4          | 0                             | 1    | 1          | 5          |
| 05:15 PM                                                   | 1                         | 0     | 1          | 0                             | 0     | 0          | 0                             | 1    | 1          | 2          |
| 05:30 PM                                                   | 0                         | 0     | 0          | 2                             | 0     | 2          | 0                             | 2    | 2          | 4          |
| 05:45 PM                                                   | 0                         | 1     | 1          | 3                             | 0     | 3          | 0                             | 2    | 2          | 6          |
| Total Volume                                               | 1                         | 1     | 2          | 9                             | 0     | 9          | 0                             | 6    | 6          | 17         |
| % App. Total                                               | 50                        | 50    |            | 100                           | 0     |            | 0                             | 100  |            |            |
| PHF                                                        | .250                      | .250  | .500       | .563                          | .000  | .563       | .000                          | .750 | .750       | .708       |

Culver City  
N/S: Main Street  
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Weather: Clear

File Name : CVCMACUPM  
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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        | 0    | 0    | 4        | 0    | 4    | 0        | 1    | 1    |
| +15 mins.    | 1        | 0    | 1    | 0        | 0    | 0    | 0        | 1    | 1    |
| +30 mins.    | 0        | 0    | 0    | 2        | 0    | 2    | 0        | 2    | 2    |
| +45 mins.    | 0        | 1    | 1    | 3        | 0    | 3    | 0        | 2    | 2    |
| Total Volume | 1        | 1    | 2    | 9        | 0    | 9    | 0        | 6    | 6    |
| % App. Total | 50       | 50   |      | 100      | 0    |      | 0        | 100  |      |
| PHF          | .250     | .250 | .500 | .563     | .000 | .563 | .000     | .750 | .750 |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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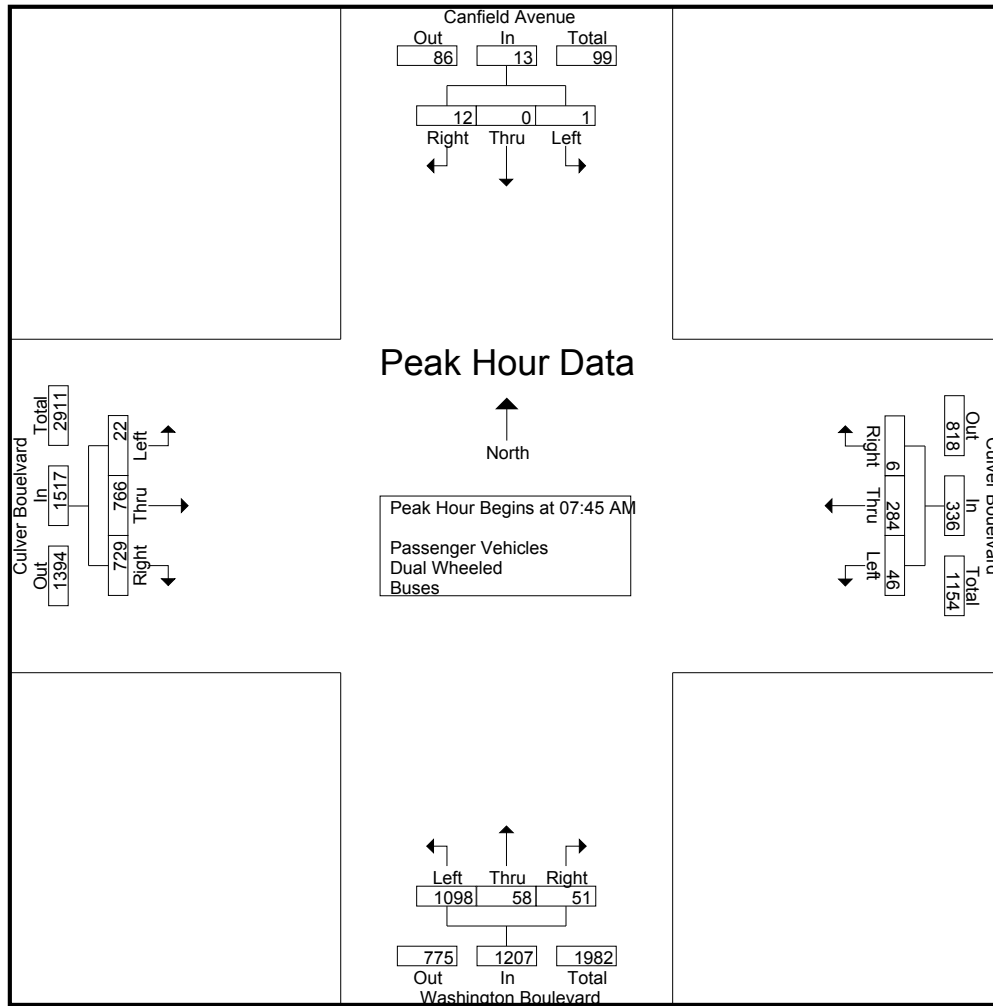
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 5                             | 55   | 1     | 61         | 237                                | 2    | 9     | 248        | 1                             | 156  | 83    | 240        | 549        |
| 07:15 AM             | 0                             | 0    | 3     | 3          | 4                             | 61   | 0     | 65         | 250                                | 4    | 3     | 257        | 9                             | 169  | 154   | 332        | 657        |
| 07:30 AM             | 0                             | 0    | 0     | 0          | 5                             | 76   | 0     | 81         | 286                                | 10   | 8     | 304        | 6                             | 183  | 134   | 323        | 708        |
| 07:45 AM             | 0                             | 0    | 2     | 2          | 5                             | 81   | 2     | 88         | 283                                | 13   | 6     | 302        | 5                             | 180  | 184   | 369        | 761        |
| Total                | 0                             | 0    | 5     | 5          | 19                            | 273  | 3     | 295        | 1056                               | 29   | 26    | 1111       | 21                            | 688  | 555   | 1264       | 2675       |
| 08:00 AM             | 0                             | 0    | 3     | 3          | 11                            | 65   | 2     | 78         | 289                                | 18   | 12    | 319        | 3                             | 207  | 187   | 397        | 797        |
| 08:15 AM             | 0                             | 0    | 4     | 4          | 15                            | 69   | 0     | 84         | 267                                | 14   | 18    | 299        | 4                             | 193  | 181   | 378        | 765        |
| 08:30 AM             | 1                             | 0    | 3     | 4          | 15                            | 69   | 2     | 86         | 259                                | 13   | 15    | 287        | 10                            | 186  | 177   | 373        | 750        |
| 08:45 AM             | 0                             | 0    | 3     | 3          | 14                            | 57   | 1     | 72         | 261                                | 9    | 20    | 290        | 5                             | 197  | 171   | 373        | 738        |
| Total                | 1                             | 0    | 13    | 14         | 55                            | 260  | 5     | 320        | 1076                               | 54   | 65    | 1195       | 22                            | 783  | 716   | 1521       | 3050       |
| 09:00 AM             | 0                             | 0    | 3     | 3          | 20                            | 84   | 0     | 104        | 253                                | 13   | 9     | 275        | 3                             | 140  | 206   | 349        | 731        |
| 09:15 AM             | 0                             | 0    | 2     | 2          | 18                            | 88   | 2     | 108        | 248                                | 12   | 18    | 278        | 3                             | 130  | 158   | 291        | 679        |
| 09:30 AM             | 0                             | 0    | 1     | 1          | 11                            | 88   | 2     | 101        | 218                                | 10   | 14    | 242        | 3                             | 135  | 126   | 264        | 608        |
| 09:45 AM             | 0                             | 0    | 1     | 1          | 13                            | 69   | 1     | 83         | 186                                | 2    | 18    | 206        | 0                             | 130  | 126   | 256        | 546        |
| Total                | 0                             | 0    | 7     | 7          | 62                            | 329  | 5     | 396        | 905                                | 37   | 59    | 1001       | 9                             | 535  | 616   | 1160       | 2564       |
| Grand Total          | 1                             | 0    | 25    | 26         | 136                           | 862  | 13    | 1011       | 3037                               | 120  | 150   | 3307       | 52                            | 2006 | 1887  | 3945       | 8289       |
| Apprch %             | 3.8                           | 0    | 96.2  |            | 13.5                          | 85.3 | 1.3   |            | 91.8                               | 3.6  | 4.5   |            | 1.3                           | 50.8 | 47.8  |            |            |
| Total %              | 0                             | 0    | 0.3   | 0.3        | 1.6                           | 10.4 | 0.2   | 12.2       | 36.6                               | 1.4  | 1.8   | 39.9       | 0.6                           | 24.2 | 22.8  | 47.6       |            |
| Passenger Vehicles   | 1                             | 0    | 24    | 25         | 132                           | 842  | 10    | 984        | 2974                               | 118  | 141   | 3233       | 51                            | 2000 | 1854  | 3905       | 8147       |
| % Passenger Vehicles | 100                           | 0    | 96    | 96.2       | 97.1                          | 97.7 | 76.9  | 97.3       | 97.9                               | 98.3 | 94    | 97.8       | 98.1                          | 99.7 | 98.3  | 99         | 98.3       |
| Dual Wheeled         | 0                             | 0    | 1     | 1          | 4                             | 10   | 3     | 17         | 38                                 | 0    | 9     | 47         | 1                             | 5    | 7     | 13         | 78         |
| % Dual Wheeled       | 0                             | 0    | 4     | 3.8        | 2.9                           | 1.2  | 23.1  | 1.7        | 1.3                                | 0    | 6     | 1.4        | 1.9                           | 0.2  | 0.4   | 0.3        | 0.9        |
| Buses                | 0                             | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 25                                 | 2    | 0     | 27         | 0                             | 1    | 26    | 27         | 64         |
| % Buses              | 0                             | 0    | 0     | 0          | 0                             | 1.2  | 0     | 1          | 0.8                                | 1.7  | 0     | 0.8        | 0                             | 0    | 1.4   | 0.7        | 0.8        |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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                             | 0    | 2     | 2          | 5                             | 81   | 2     | 88         | 283                                | 13   | 6     | 302        | 5                             | 180  | 184   | 369        | 761        |
| 08:00 AM                                                   | 0                             | 0    | 3     | 3          | 11                            | 65   | 2     | 78         | 289                                | 18   | 12    | 319        | 3                             | 207  | 187   | 397        | 797        |
| 08:15 AM                                                   | 0                             | 0    | 4     | 4          | 15                            | 69   | 0     | 84         | 267                                | 14   | 18    | 299        | 4                             | 193  | 181   | 378        | 765        |
| 08:30 AM                                                   | 1                             | 0    | 3     | 4          | 15                            | 69   | 2     | 86         | 259                                | 13   | 15    | 287        | 10                            | 186  | 177   | 373        | 750        |
| Total Volume                                               | 1                             | 0    | 12    | 13         | 46                            | 284  | 6     | 336        | 1098                               | 58   | 51    | 1207       | 22                            | 766  | 729   | 1517       | 3073       |
| % App. Total                                               | 7.7                           | 0    | 92.3  |            | 13.7                          | 84.5 | 1.8   |            | 91                                 | 4.8  | 4.2   |            | 1.5                           | 50.5 | 48.1  |            |            |
| PHF                                                        | .250                          | .000 | .750  | .813       | .767                          | .877 | .750  | .955       | .950                               | .806 | .708  | .946       | .550                          | .925 | .975  | .955       | .964       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
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:

|              | 08:00 AM |      |      |      | 09:00 AM |      |      |      | 07:30 AM |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 3    | 3    | 20       | 84   | 0    | 104  | 286      | 10   | 8    | 304  | 3        | 207  | 187  | 397  |
| +15 mins.    | 0        | 0    | 4    | 4    | 18       | 88   | 2    | 108  | 283      | 13   | 6    | 302  | 4        | 193  | 181  | 378  |
| +30 mins.    | 1        | 0    | 3    | 4    | 11       | 88   | 2    | 101  | 289      | 18   | 12   | 319  | 10       | 186  | 177  | 373  |
| +45 mins.    | 0        | 0    | 3    | 3    | 13       | 69   | 1    | 83   | 267      | 14   | 18   | 299  | 5        | 197  | 171  | 373  |
| Total Volume | 1        | 0    | 13   | 14   | 62       | 329  | 5    | 396  | 1125     | 55   | 44   | 1224 | 22       | 783  | 716  | 1521 |
| % App. Total | 7.1      | 0    | 92.9 |      | 15.7     | 83.1 | 1.3  |      | 91.9     | 4.5  | 3.6  |      | 1.4      | 51.5 | 47.1 |      |
| PHF          | .250     | .000 | .813 | .875 | .775     | .935 | .625 | .917 | .973     | .764 | .611 | .959 | .550     | .946 | .957 | .958 |

Culver City  
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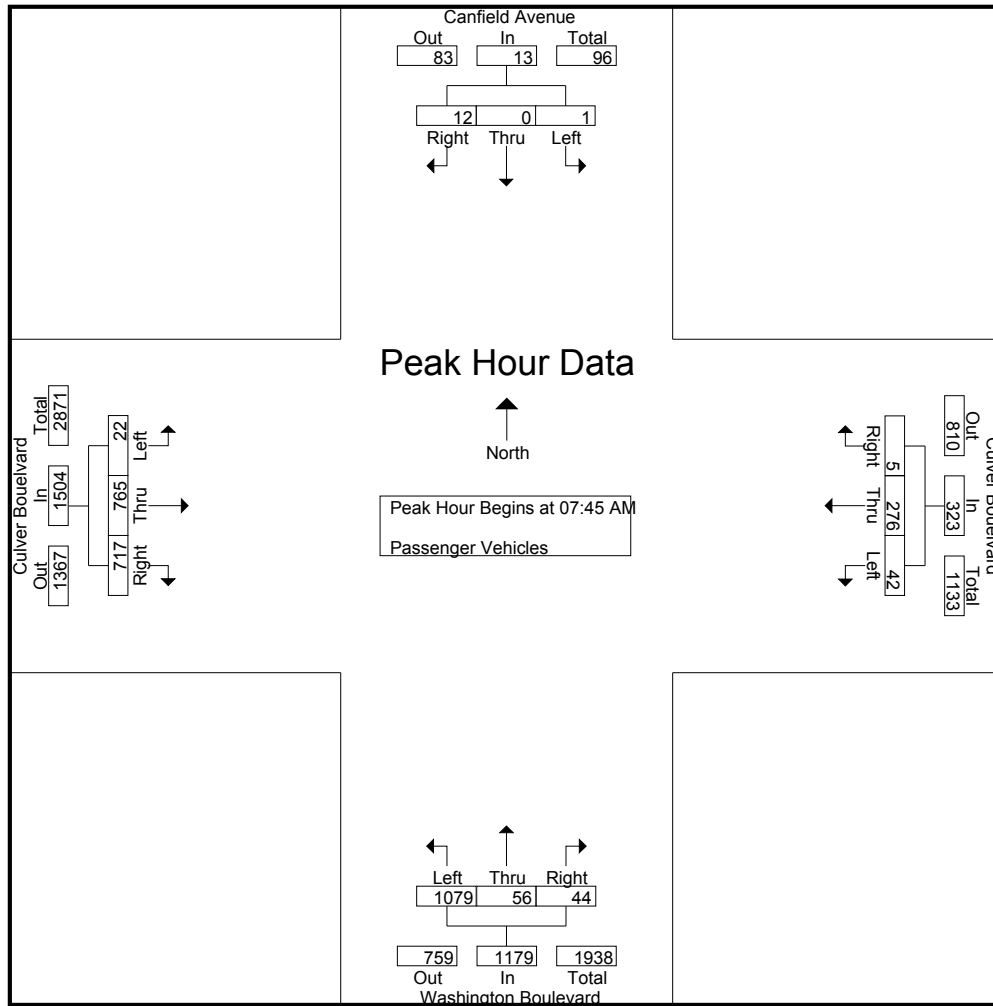
Groups Printed- Passenger Vehicles

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 5                             | 54   | 1     | 60         | 231                                | 2    | 7     | 240        | 1                             | 155  | 81    | 237        | 537        |
| 07:15 AM    | 0                             | 0    | 3     | 3          | 4                             | 59   | 0     | 63         | 241                                | 4    | 3     | 248        | 9                             | 167  | 150   | 326        | 640        |
| 07:30 AM    | 0                             | 0    | 0     | 0          | 5                             | 75   | 0     | 80         | 281                                | 10   | 8     | 299        | 6                             | 183  | 132   | 321        | 700        |
| 07:45 AM    | 0                             | 0    | 2     | 2          | 3                             | 81   | 2     | 86         | 280                                | 13   | 6     | 299        | 5                             | 180  | 180   | 365        | 752        |
| Total       | 0                             | 0    | 5     | 5          | 17                            | 269  | 3     | 289        | 1033                               | 29   | 24    | 1086       | 21                            | 685  | 543   | 1249       | 2629       |
| 08:00 AM    | 0                             | 0    | 3     | 3          | 11                            | 60   | 1     | 72         | 288                                | 17   | 11    | 316        | 3                             | 207  | 185   | 395        | 786        |
| 08:15 AM    | 0                             | 0    | 4     | 4          | 13                            | 67   | 0     | 80         | 263                                | 14   | 14    | 291        | 4                             | 193  | 177   | 374        | 749        |
| 08:30 AM    | 1                             | 0    | 3     | 4          | 15                            | 68   | 2     | 85         | 248                                | 12   | 13    | 273        | 10                            | 185  | 175   | 370        | 732        |
| 08:45 AM    | 0                             | 0    | 3     | 3          | 14                            | 57   | 1     | 72         | 256                                | 9    | 20    | 285        | 5                             | 197  | 169   | 371        | 731        |
| Total       | 1                             | 0    | 13    | 14         | 53                            | 252  | 4     | 309        | 1055                               | 52   | 58    | 1165       | 22                            | 782  | 706   | 1510       | 2998       |
| 09:00 AM    | 0                             | 0    | 3     | 3          | 20                            | 81   | 0     | 101        | 251                                | 13   | 9     | 273        | 3                             | 140  | 201   | 344        | 721        |
| 09:15 AM    | 0                             | 0    | 2     | 2          | 18                            | 85   | 1     | 104        | 241                                | 12   | 18    | 271        | 3                             | 129  | 155   | 287        | 664        |
| 09:30 AM    | 0                             | 0    | 1     | 1          | 11                            | 87   | 2     | 100        | 212                                | 10   | 14    | 236        | 2                             | 135  | 124   | 261        | 598        |
| 09:45 AM    | 0                             | 0    | 0     | 0          | 13                            | 68   | 0     | 81         | 182                                | 2    | 18    | 202        | 0                             | 129  | 125   | 254        | 537        |
| Total       | 0                             | 0    | 6     | 6          | 62                            | 321  | 3     | 386        | 886                                | 37   | 59    | 982        | 8                             | 533  | 605   | 1146       | 2520       |
| Grand Total | 1                             | 0    | 24    | 25         | 132                           | 842  | 10    | 984        | 2974                               | 118  | 141   | 3233       | 51                            | 2000 | 1854  | 3905       | 8147       |
| Apprch %    | 4                             | 0    | 96    |            | 13.4                          | 85.6 | 1     |            | 92                                 | 3.6  | 4.4   |            | 1.3                           | 51.2 | 47.5  |            |            |
| Total %     | 0                             | 0    | 0.3   | 0.3        | 1.6                           | 10.3 | 0.1   | 12.1       | 36.5                               | 1.4  | 1.7   | 39.7       | 0.6                           | 24.5 | 22.8  | 47.9       |            |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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    | 2     | 2          | 3                             | 81   | 2     | 86         | 280                                | 13   | 6     | 299        | 5                             | 180  | 180   | 365        | 752        |
| 08:00 AM                                                   | 0                             | 0    | 3     | 3          | 11                            | 60   | 1     | 72         | 288                                | 17   | 11    | 316        | 3                             | 207  | 185   | 395        | 786        |
| 08:15 AM                                                   | 0                             | 0    | 4     | 4          | 13                            | 67   | 0     | 80         | 263                                | 14   | 14    | 291        | 4                             | 193  | 177   | 374        | 749        |
| 08:30 AM                                                   | 1                             | 0    | 3     | 4          | 15                            | 68   | 2     | 85         | 248                                | 12   | 13    | 273        | 10                            | 185  | 175   | 370        | 732        |
| Total Volume                                               | 1                             | 0    | 12    | 13         | 42                            | 276  | 5     | 323        | 1079                               | 56   | 44    | 1179       | 22                            | 765  | 717   | 1504       | 3019       |
| % App. Total                                               | 7.7                           | 0    | 92.3  |            | 13                            | 85.4 | 1.5   |            | 91.5                               | 4.7  | 3.7   |            | 1.5                           | 50.9 | 47.7  |            |            |
| PHF                                                        | .250                          | .000 | .750  | .813       | .700                          | .852 | .625  | .939       | .937                               | .824 | .786  | .933       | .550                          | .924 | .969  | .952       | .960       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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    | 2        | 2        | 3         | <b>81</b> | <b>2</b> | <b>86</b> | 280        | 13        | 6         | 299        | 5         | 180        | 180        | 365        |
| +15 mins.    | 0        | 0    | 3        | 3        | 11        | 60        | 1        | 72        | <b>288</b> | <b>17</b> | 11        | <b>316</b> | 3         | <b>207</b> | <b>185</b> | <b>395</b> |
| +30 mins.    | 0        | 0    | <b>4</b> | <b>4</b> | 13        | 67        | 0        | 80        | 263        | 14        | <b>14</b> | 291        | 4         | 193        | 177        | 374        |
| +45 mins.    | <b>1</b> | 0    | 3        | 4        | <b>15</b> | 68        | 2        | 85        | 248        | 12        | 13        | 273        | <b>10</b> | 185        | 175        | 370        |
| Total Volume | 1        | 0    | 12       | 13       | 42        | 276       | 5        | 323       | 1079       | 56        | 44        | 1179       | 22        | 765        | 717        | 1504       |
| % App. Total | 7.7      | 0    | 92.3     |          | 13        | 85.4      | 1.5      |           | 91.5       | 4.7       | 3.7       |            | 1.5       | 50.9       | 47.7       |            |
| PHF          | .250     | .000 | .750     | .813     | .700      | .852      | .625     | .939      | .937       | .824      | .786      | .933       | .550      | .924       | .969       | .952       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
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Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
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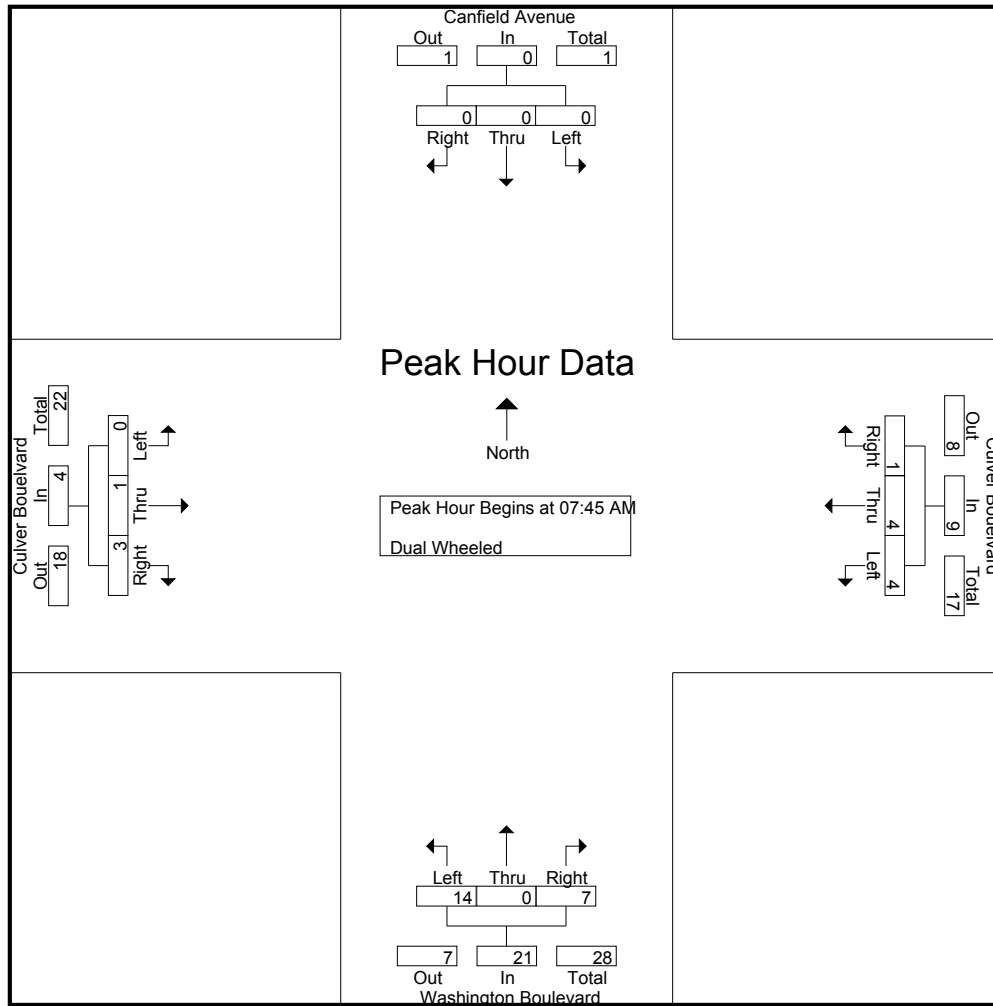
Groups Printed- Dual Wheeled

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 2                                  | 0    | 2     | 4          | 0                             | 1    | 0     | 1          | 5          |
| 07:15 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3                                  | 0    | 0     | 3          | 0                             | 1    | 1     | 2          | 6          |
| 07:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 0    | 0     | 0          | 3          |
| 07:45 AM    | 0                             | 0    | 0     | 0          | 2                             | 0    | 0     | 2          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 1     | 1          | 5          |
| Total       | 0                             | 0    | 0     | 0          | 2                             | 1    | 0     | 3          | 10                                 | 0    | 2     | 12         | 0                             | 2    | 2     | 4          | 19         |
| 08:00 AM    | 0                             | 0    | 0     | 0          | 0                             | 3    | 1     | 4          | 1                                  | 0    | 1     | 2          | 0                             | 0    | 1     | 1          | 7          |
| 08:15 AM    | 0                             | 0    | 0     | 0          | 2                             | 1    | 0     | 3          | 2                                  | 0    | 4     | 6          | 0                             | 0    | 1     | 1          | 10         |
| 08:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 9                                  | 0    | 2     | 11         | 0                             | 1    | 0     | 1          | 12         |
| 08:45 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 0    | 0     | 0          | 3          |
| Total       | 0                             | 0    | 0     | 0          | 2                             | 4    | 1     | 7          | 15                                 | 0    | 7     | 22         | 0                             | 1    | 2     | 3          | 32         |
| 09:00 AM    | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 2     | 2          | 5          |
| 09:15 AM    | 0                             | 0    | 0     | 0          | 0                             | 2    | 1     | 3          | 5                                  | 0    | 0     | 5          | 0                             | 1    | 1     | 2          | 10         |
| 09:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 4                                  | 0    | 0     | 4          | 1                             | 0    | 0     | 1          | 5          |
| 09:45 AM    | 0                             | 0    | 1     | 1          | 0                             | 1    | 1     | 2          | 3                                  | 0    | 0     | 3          | 0                             | 1    | 0     | 1          | 7          |
| Total       | 0                             | 0    | 1     | 1          | 0                             | 5    | 2     | 7          | 13                                 | 0    | 0     | 13         | 1                             | 2    | 3     | 6          | 27         |
| Grand Total | 0                             | 0    | 1     | 1          | 4                             | 10   | 3     | 17         | 38                                 | 0    | 9     | 47         | 1                             | 5    | 7     | 13         | 78         |
| Apprch %    | 0                             | 0    | 100   |            | 23.5                          | 58.8 | 17.6  |            | 80.9                               | 0    | 19.1  |            | 7.7                           | 38.5 | 53.8  |            |            |
| Total %     | 0                             | 0    | 1.3   | 1.3        | 5.1                           | 12.8 | 3.8   | 21.8       | 48.7                               | 0    | 11.5  | 60.3       | 1.3                           | 6.4  | 9     | 16.7       |            |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 2                             | 0    | 0     | 2          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 1     | 1          | 5          |
| 08:00 AM                                                   | 0                             | 0    | 0     | 0          | 0                             | 3    | 1     | 4          | 1                                  | 0    | 1     | 2          | 0                             | 0    | 1     | 1          | 7          |
| 08:15 AM                                                   | 0                             | 0    | 0     | 0          | 2                             | 1    | 0     | 3          | 2                                  | 0    | 4     | 6          | 0                             | 0    | 1     | 1          | 10         |
| 08:30 AM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 9                                  | 0    | 2     | 11         | 0                             | 1    | 0     | 1          | 12         |
| Total Volume                                               | 0                             | 0    | 0     | 0          | 4                             | 4    | 1     | 9          | 14                                 | 0    | 7     | 21         | 0                             | 1    | 3     | 4          | 34         |
| % App. Total                                               | 0                             | 0    | 0     |            | 44.4                          | 44.4 | 11.1  |            | 66.7                               | 0    | 33.3  |            | 0                             | 25   | 75    |            |            |
| PHF                                                        | .000                          | .000 | .000  | .000       | .500                          | .333 | .250  | .563       | .389                               | .000 | .438  | .477       | .000                          | .250 | .750  | 1.00       | .708       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
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Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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    | <b>2</b> | 0        | 0        | 2        | 2        | 0    | 0        | 2         | 0        | 0        | <b>1</b> | <b>1</b> |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | <b>3</b> | <b>1</b> | <b>4</b> | 1        | 0    | 1        | 2         | 0        | 0        | 1        | 1        |
| +30 mins.    | 0        | 0    | 0    | 0    | 2        | 1        | 0        | 3        | 2        | 0    | <b>4</b> | 6         | 0        | 0        | 1        | 1        |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0        | 0        | 0        | <b>9</b> | 0    | 2        | <b>11</b> | 0        | <b>1</b> | 0        | 1        |
| Total Volume | 0        | 0    | 0    | 0    | 4        | 4        | 1        | 9        | 14       | 0    | 7        | 21        | 0        | 1        | 3        | 4        |
| % App. Total | 0        | 0    | 0    | 0    | 44.4     | 44.4     | 11.1     |          | 66.7     | 0    | 33.3     |           | 0        | 25       | 75       |          |
| PHF          | .000     | .000 | .000 | .000 | .500     | .333     | .250     | .563     | .389     | .000 | .438     | .477      | .000     | .250     | .750     | 1.000    |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
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Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
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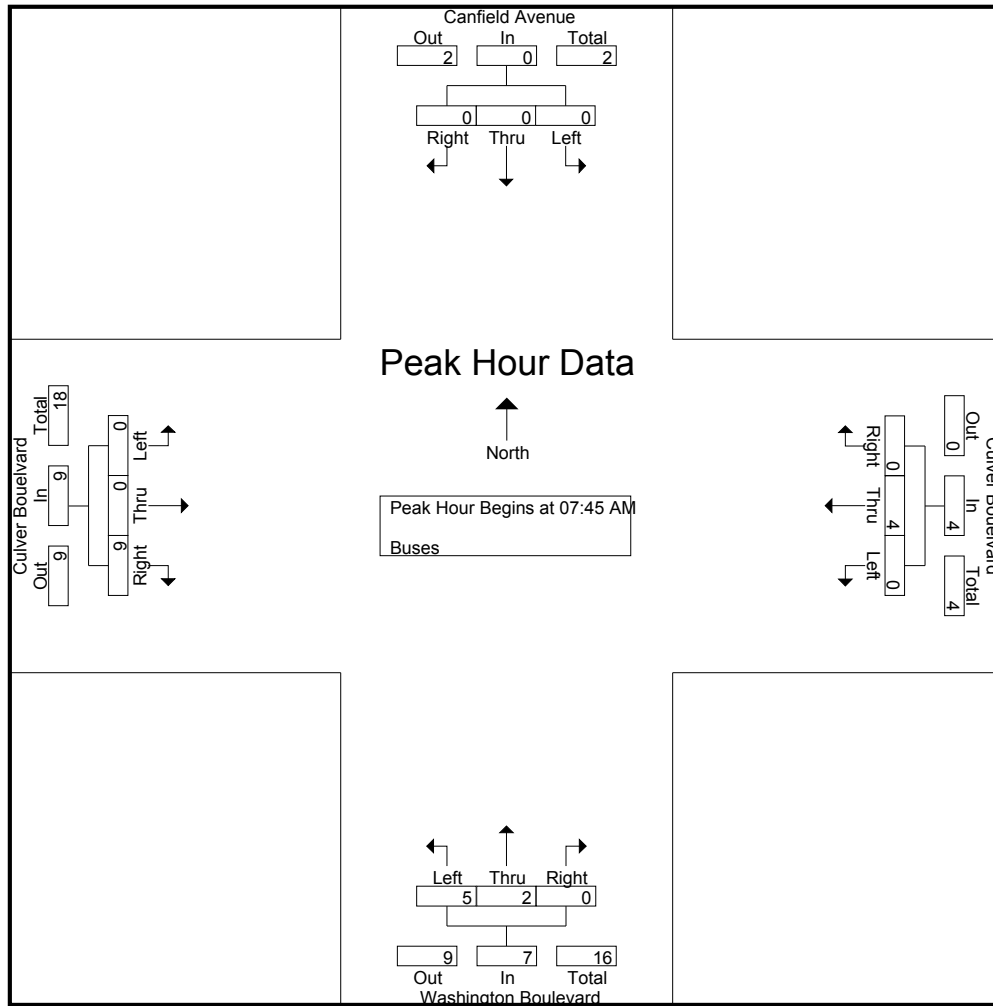
Groups Printed- Buses

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 4                                  | 0    | 0     | 4          | 0                             | 0    | 2     | 2          | 7          |
| 07:15 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 6                                  | 0    | 0     | 6          | 0                             | 1    | 3     | 4          | 11         |
| 07:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 5          |
| 07:45 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 3     | 3          | 4          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 13                                 | 0    | 0     | 13         | 0                             | 1    | 10    | 11         | 27         |
| 08:00 AM    | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                                  | 1    | 0     | 1          | 0                             | 0    | 1     | 1          | 4          |
| 08:15 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 3     | 3          | 6          |
| 08:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 1    | 0     | 3          | 0                             | 0    | 2     | 2          | 6          |
| 08:45 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 4          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 6                                  | 2    | 0     | 8          | 0                             | 0    | 8     | 8          | 20         |
| 09:00 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 3     | 3          | 5          |
| 09:15 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 5          |
| 09:30 AM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 5          |
| 09:45 AM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 1     | 1          | 2          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 6                                  | 0    | 0     | 6          | 0                             | 0    | 8     | 8          | 17         |
| Grand Total | 0                             | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 25                                 | 2    | 0     | 27         | 0                             | 1    | 26    | 27         | 64         |
| Apprch %    | 0                             | 0    | 0     |            | 0                             | 100  | 0     |            | 92.6                               | 7.4  | 0     |            | 0                             | 3.7  | 96.3  |            |            |
| Total %     | 0                             | 0    | 0     |            | 0                             | 15.6 | 0     | 15.6       | 39.1                               | 3.1  | 0     | 42.2       | 0                             | 1.6  | 40.6  | 42.2       |            |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 3     | 3          | 4          |
| 08:00 AM                                                   | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                                  | 1    | 0     | 1          | 0                             | 0    | 1     | 1          | 4          |
| 08:15 AM                                                   | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 3     | 3          | 6          |
| 08:30 AM                                                   | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 1    | 0     | 3          | 0                             | 0    | 2     | 2          | 6          |
| Total Volume                                               | 0                             | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 5                                  | 2    | 0     | 7          | 0                             | 0    | 9     | 9          | 20         |
| % App. Total                                               | 0                             | 0    | 0     |            | 0                             | 100  | 0     |            | 71.4                               | 28.6 | 0     |            | 0                             | 0    | 100   |            |            |
| PHF                                                        | .000                          | .000 | .000  | .000       | .000                          | .500 | .000  | .500       | .625                               | .500 | .000  | .583       | .000                          | .000 | .750  | .750       | .833       |

Culver City  
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E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUAM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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    | 1        | 0    | 0    | 1    | 0        | 0    | 3    | 3    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 1    | 0    | 1    | 0        | 0    | 1    | 1    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 2        | 0    | 0    | 2    | 0        | 0    | 3    | 3    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 2        | 1    | 0    | 3    | 0        | 0    | 2    | 2    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 4    | 0    | 4    | 5        | 2    | 0    | 7    | 0        | 0    | 9    | 9    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 71.4     | 28.6 | 0    | 0    | 0        | 0    | 100  | 0    |
| PHF          | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .625     | .500 | .000 | .583 | .000     | .000 | .750 | .750 |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

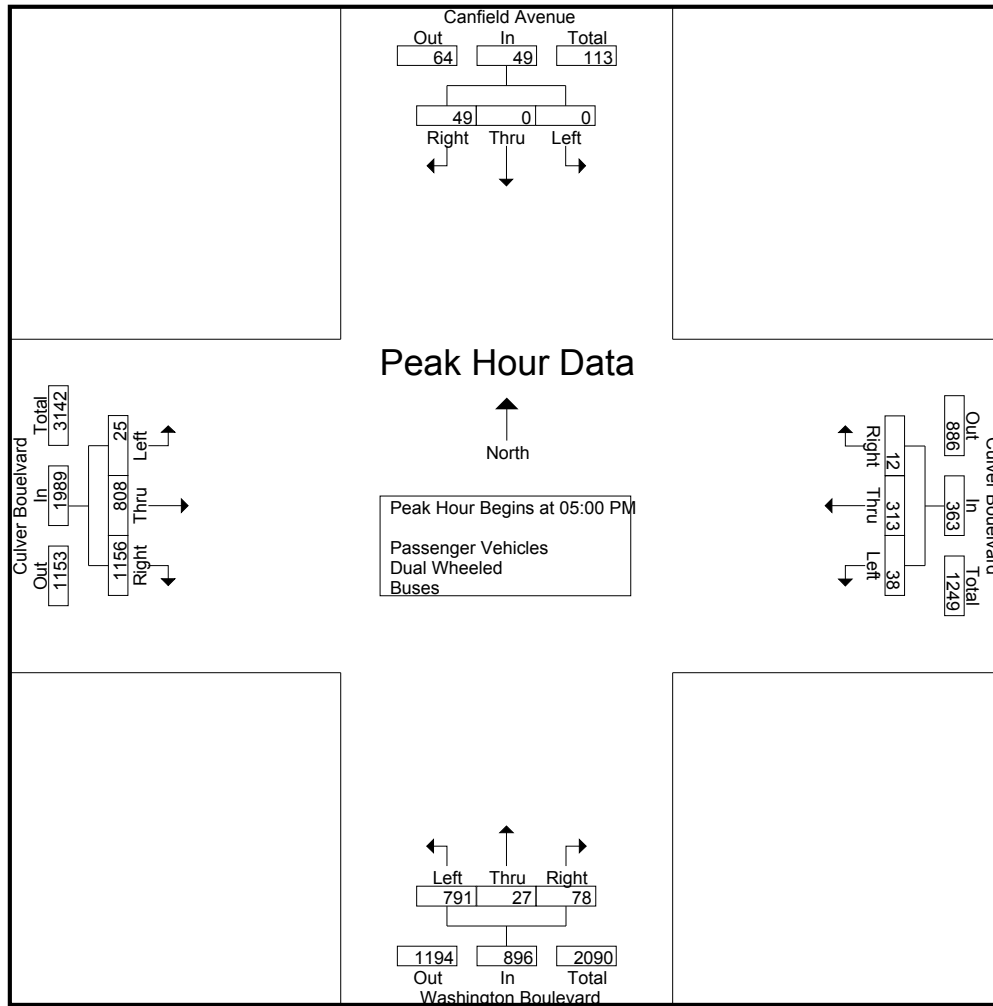
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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    | 2     | 2          | 12                            | 65   | 6     | 83         | 175                                | 8    | 21    | 204        | 6                             | 147  | 177   | 330        | 619        |
| 03:15 PM             | 0                             | 0    | 6     | 6          | 4                             | 81   | 4     | 89         | 153                                | 3    | 27    | 183        | 5                             | 157  | 262   | 424        | 702        |
| 03:30 PM             | 0                             | 0    | 7     | 7          | 14                            | 58   | 4     | 76         | 179                                | 5    | 16    | 200        | 3                             | 158  | 277   | 438        | 721        |
| 03:45 PM             | 0                             | 0    | 6     | 6          | 12                            | 61   | 3     | 76         | 175                                | 7    | 26    | 208        | 1                             | 160  | 231   | 392        | 682        |
| Total                | 0                             | 0    | 21    | 21         | 42                            | 265  | 17    | 324        | 682                                | 23   | 90    | 795        | 15                            | 622  | 947   | 1584       | 2724       |
| 04:00 PM             | 0                             | 0    | 8     | 8          | 4                             | 74   | 2     | 80         | 155                                | 4    | 15    | 174        | 3                             | 143  | 248   | 394        | 656        |
| 04:15 PM             | 0                             | 0    | 6     | 6          | 9                             | 86   | 2     | 97         | 155                                | 8    | 21    | 184        | 5                             | 165  | 265   | 435        | 722        |
| 04:30 PM             | 0                             | 0    | 8     | 8          | 14                            | 59   | 2     | 75         | 165                                | 8    | 10    | 183        | 4                             | 193  | 304   | 501        | 767        |
| 04:45 PM             | 0                             | 0    | 12    | 12         | 14                            | 60   | 3     | 77         | 161                                | 4    | 20    | 185        | 9                             | 169  | 273   | 451        | 725        |
| Total                | 0                             | 0    | 34    | 34         | 41                            | 279  | 9     | 329        | 636                                | 24   | 66    | 726        | 21                            | 670  | 1090  | 1781       | 2870       |
| 05:00 PM             | 0                             | 0    | 14    | 14         | 8                             | 70   | 2     | 80         | 210                                | 10   | 18    | 238        | 8                             | 204  | 276   | 488        | 820        |
| 05:15 PM             | 0                             | 0    | 16    | 16         | 12                            | 86   | 3     | 101        | 158                                | 7    | 20    | 185        | 4                             | 181  | 274   | 459        | 761        |
| 05:30 PM             | 0                             | 0    | 9     | 9          | 8                             | 83   | 4     | 95         | 201                                | 7    | 18    | 226        | 6                             | 220  | 324   | 550        | 880        |
| 05:45 PM             | 0                             | 0    | 10    | 10         | 10                            | 74   | 3     | 87         | 222                                | 3    | 22    | 247        | 7                             | 203  | 282   | 492        | 836        |
| Total                | 0                             | 0    | 49    | 49         | 38                            | 313  | 12    | 363        | 791                                | 27   | 78    | 896        | 25                            | 808  | 1156  | 1989       | 3297       |
| Grand Total          | 0                             | 0    | 104   | 104        | 121                           | 857  | 38    | 1016       | 2109                               | 74   | 234   | 2417       | 61                            | 2100 | 3193  | 5354       | 8891       |
| Apprch %             | 0                             | 0    | 100   |            | 11.9                          | 84.4 | 3.7   |            | 87.3                               | 3.1  | 9.7   |            | 1.1                           | 39.2 | 59.6  |            |            |
| Total %              | 0                             | 0    | 1.2   | 1.2        | 1.4                           | 9.6  | 0.4   | 11.4       | 23.7                               | 0.8  | 2.6   | 27.2       | 0.7                           | 23.6 | 35.9  | 60.2       |            |
| Passenger Vehicles   | 0                             | 0    | 104   | 104        | 121                           | 850  | 38    | 1009       | 2073                               | 73   | 229   | 2375       | 59                            | 2090 | 3143  | 5292       | 8780       |
| % Passenger Vehicles | 0                             | 0    | 100   | 100        | 100                           | 99.2 | 100   | 99.3       | 98.3                               | 98.6 | 97.9  | 98.3       | 96.7                          | 99.5 | 98.4  | 98.8       | 98.8       |
| Dual Wheeled         | 0                             | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 12                                 | 1    | 4     | 17         | 0                             | 7    | 29    | 36         | 58         |
| % Dual Wheeled       | 0                             | 0    | 0     | 0          | 0                             | 0.6  | 0     | 0.5        | 0.6                                | 1.4  | 1.7   | 0.7        | 0                             | 0.3  | 0.9   | 0.7        | 0.7        |
| Buses                | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 24                                 | 0    | 1     | 25         | 2                             | 3    | 21    | 26         | 53         |
| % Buses              | 0                             | 0    | 0     | 0          | 0                             | 0.2  | 0     | 0.2        | 1.1                                | 0    | 0.4   | 1          | 3.3                           | 0.1  | 0.7   | 0.5        | 0.6        |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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                             | 0    | 14    | 14         | 8                             | 70   | 2     | 80         | 210                                | 10   | 18    | 238        | 8                             | 204  | 276   | 488        | 820        |
| 05:15 PM                                                   | 0                             | 0    | 16    | 16         | 12                            | 86   | 3     | 101        | 158                                | 7    | 20    | 185        | 4                             | 181  | 274   | 459        | 761        |
| 05:30 PM                                                   | 0                             | 0    | 9     | 9          | 8                             | 83   | 4     | 95         | 201                                | 7    | 18    | 226        | 6                             | 220  | 324   | 550        | 880        |
| 05:45 PM                                                   | 0                             | 0    | 10    | 10         | 10                            | 74   | 3     | 87         | 222                                | 3    | 22    | 247        | 7                             | 203  | 282   | 492        | 836        |
| Total Volume                                               | 0                             | 0    | 49    | 49         | 38                            | 313  | 12    | 363        | 791                                | 27   | 78    | 896        | 25                            | 808  | 1156  | 1989       | 3297       |
| % App. Total                                               | 0                             | 0    | 100   |            | 10.5                          | 86.2 | 3.3   |            | 88.3                               | 3    | 8.7   |            | 1.3                           | 40.6 | 58.1  |            |            |
| PHF                                                        | .000                          | .000 | .766  | .766       | .792                          | .910 | .750  | .899       | .891                               | .675 | .886  | .907       | .781                          | .918 | .892  | .904       | .937       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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 |      |      |      | 05:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 12   | 12   | 8        | 70   | 2    | 80   | 210      | 10   | 18   | 238  | 8        | 204  | 276  | 488  |
| +15 mins.    | 0        | 0    | 14   | 14   | 12       | 86   | 3    | 101  | 158      | 7    | 20   | 185  | 4        | 181  | 274  | 459  |
| +30 mins.    | 0        | 0    | 16   | 16   | 8        | 83   | 4    | 95   | 201      | 7    | 18   | 226  | 6        | 220  | 324  | 550  |
| +45 mins.    | 0        | 0    | 9    | 9    | 10       | 74   | 3    | 87   | 222      | 3    | 22   | 247  | 7        | 203  | 282  | 492  |
| Total Volume | 0        | 0    | 51   | 51   | 38       | 313  | 12   | 363  | 791      | 27   | 78   | 896  | 25       | 808  | 1156 | 1989 |
| % App. Total | 0        | 0    | 100  |      | 10.5     | 86.2 | 3.3  |      | 88.3     | 3    | 8.7  |      | 1.3      | 40.6 | 58.1 |      |
| PHF          | .000     | .000 | .797 | .797 | .792     | .910 | .750 | .899 | .891     | .675 | .886 | .907 | .781     | .918 | .892 | .904 |

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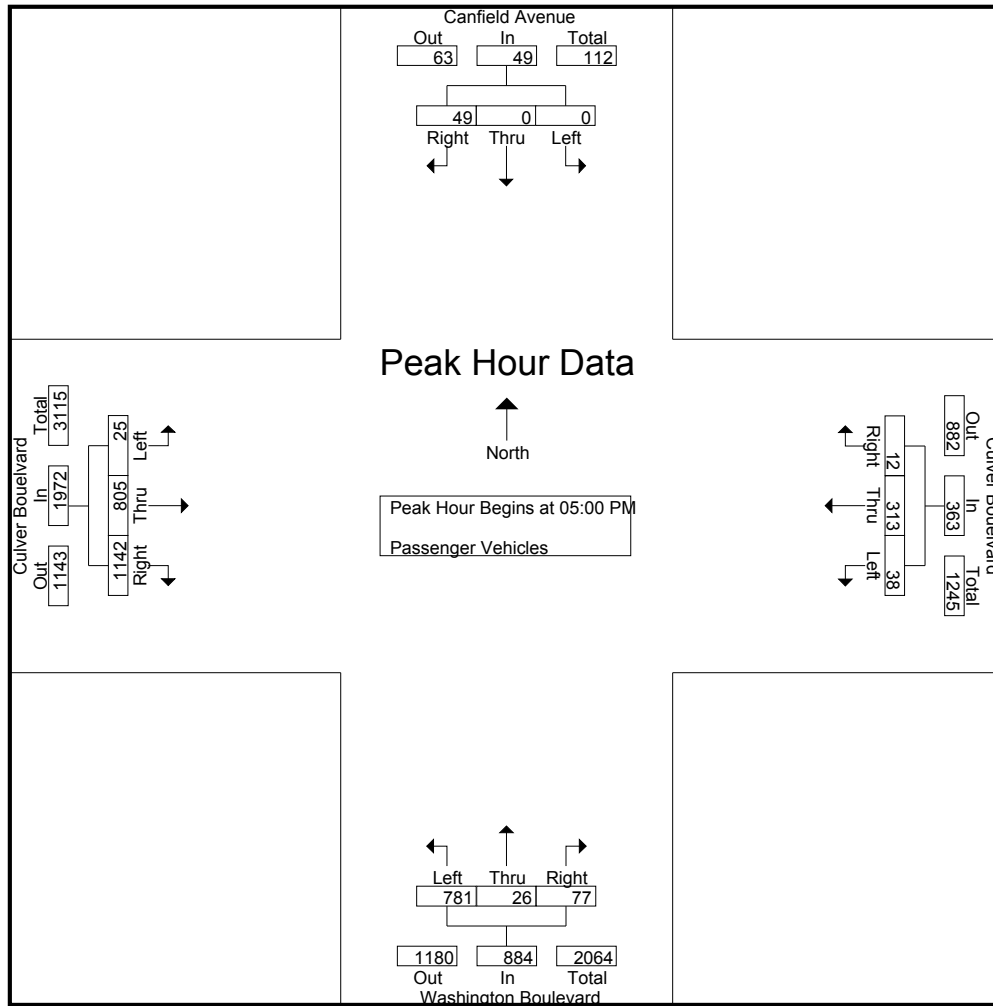
Groups Printed- Passenger Vehicles

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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    | 2     | 2          | 12                            | 64   | 6     | 82         | 171                                | 8    | 20    | 199        | 6                             | 147  | 168   | 321        | 604        |
| 03:15 PM    | 0                             | 0    | 6     | 6          | 4                             | 80   | 4     | 88         | 151                                | 3    | 27    | 181        | 5                             | 156  | 259   | 420        | 695        |
| 03:30 PM    | 0                             | 0    | 7     | 7          | 14                            | 58   | 4     | 76         | 176                                | 5    | 16    | 197        | 3                             | 158  | 273   | 434        | 714        |
| 03:45 PM    | 0                             | 0    | 6     | 6          | 12                            | 60   | 3     | 75         | 169                                | 7    | 26    | 202        | 1                             | 157  | 226   | 384        | 667        |
| Total       | 0                             | 0    | 21    | 21         | 42                            | 262  | 17    | 321        | 667                                | 23   | 89    | 779        | 15                            | 618  | 926   | 1559       | 2680       |
| 04:00 PM    | 0                             | 0    | 8     | 8          | 4                             | 73   | 2     | 79         | 152                                | 4    | 15    | 171        | 2                             | 143  | 244   | 389        | 647        |
| 04:15 PM    | 0                             | 0    | 6     | 6          | 9                             | 85   | 2     | 96         | 152                                | 8    | 18    | 178        | 4                             | 164  | 257   | 425        | 705        |
| 04:30 PM    | 0                             | 0    | 8     | 8          | 14                            | 58   | 2     | 74         | 161                                | 8    | 10    | 179        | 4                             | 193  | 304   | 501        | 762        |
| 04:45 PM    | 0                             | 0    | 12    | 12         | 14                            | 59   | 3     | 76         | 160                                | 4    | 20    | 184        | 9                             | 167  | 270   | 446        | 718        |
| Total       | 0                             | 0    | 34    | 34         | 41                            | 275  | 9     | 325        | 625                                | 24   | 63    | 712        | 19                            | 667  | 1075  | 1761       | 2832       |
| 05:00 PM    | 0                             | 0    | 14    | 14         | 8                             | 70   | 2     | 80         | 206                                | 10   | 17    | 233        | 8                             | 201  | 271   | 480        | 807        |
| 05:15 PM    | 0                             | 0    | 16    | 16         | 12                            | 86   | 3     | 101        | 157                                | 6    | 20    | 183        | 4                             | 181  | 269   | 454        | 754        |
| 05:30 PM    | 0                             | 0    | 9     | 9          | 8                             | 83   | 4     | 95         | 198                                | 7    | 18    | 223        | 6                             | 220  | 321   | 547        | 874        |
| 05:45 PM    | 0                             | 0    | 10    | 10         | 10                            | 74   | 3     | 87         | 220                                | 3    | 22    | 245        | 7                             | 203  | 281   | 491        | 833        |
| Total       | 0                             | 0    | 49    | 49         | 38                            | 313  | 12    | 363        | 781                                | 26   | 77    | 884        | 25                            | 805  | 1142  | 1972       | 3268       |
| Grand Total | 0                             | 0    | 104   | 104        | 121                           | 850  | 38    | 1009       | 2073                               | 73   | 229   | 2375       | 59                            | 2090 | 3143  | 5292       | 8780       |
| Apprch %    | 0                             | 0    | 100   |            | 12                            | 84.2 | 3.8   |            | 87.3                               | 3.1  | 9.6   |            | 1.1                           | 39.5 | 59.4  |            |            |
| Total %     | 0                             | 0    | 1.2   | 1.2        | 1.4                           | 9.7  | 0.4   | 11.5       | 23.6                               | 0.8  | 2.6   | 27.1       | 0.7                           | 23.8 | 35.8  | 60.3       |            |

|                                                            | Canfield Avenue<br>Southbound |      |           |            | Culver Boulevard<br>Westbound |           |          |            | Washington Boulevard<br>Northbound |           |           |            | Culver Boulevard<br>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    | 14        | 14         | 8                             | 70        | 2        | 80         | 206                                | <b>10</b> | 17        | 233        | <b>8</b>                      | 201        | 271        | 480        | 807        |
| 05:15 PM                                                   | 0                             | 0    | <b>16</b> | <b>16</b>  | <b>12</b>                     | <b>86</b> | 3        | <b>101</b> | 157                                | 6         | 20        | 183        | 4                             | 181        | 269        | 454        | 754        |
| 05:30 PM                                                   | 0                             | 0    | 9         | 9          | 8                             | 83        | <b>4</b> | 95         | 198                                | 7         | 18        | 223        | 6                             | <b>220</b> | <b>321</b> | <b>547</b> | <b>874</b> |
| 05:45 PM                                                   | 0                             | 0    | 10        | 10         | 10                            | 74        | 3        | 87         | <b>220</b>                         | 3         | <b>22</b> | <b>245</b> | 7                             | 203        | 281        | 491        | 833        |
| Total Volume                                               | 0                             | 0    | 49        | 49         | 38                            | 313       | 12       | 363        | 781                                | 26        | 77        | 884        | 25                            | 805        | 1142       | 1972       | 3268       |
| % App. Total                                               | 0                             | 0    | 100       |            | 10.5                          | 86.2      | 3.3      |            | 88.3                               | 2.9       | 8.7       |            | 1.3                           | 40.8       | 57.9       |            |            |
| PHF                                                        | .000                          | .000 | .766      | .766       | .792                          | .910      | .750     | .899       | .888                               | .650      | .875      | .902       | .781                          | .915       | .889       | .901       | .935       |

Culver City  
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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        | 0    | 14   | 14   | 8        | 70   | 2    | 80   | 206      | 10   | 17   | 233  | 8        | 201  | 271  | 480  |
| +15 mins.    | 0        | 0    | 16   | 16   | 12       | 86   | 3    | 101  | 157      | 6    | 20   | 183  | 4        | 181  | 269  | 454  |
| +30 mins.    | 0        | 0    | 9    | 9    | 8        | 83   | 4    | 95   | 198      | 7    | 18   | 223  | 6        | 220  | 321  | 547  |
| +45 mins.    | 0        | 0    | 10   | 10   | 10       | 74   | 3    | 87   | 220      | 3    | 22   | 245  | 7        | 203  | 281  | 491  |
| Total Volume | 0        | 0    | 49   | 49   | 38       | 313  | 12   | 363  | 781      | 26   | 77   | 884  | 25       | 805  | 1142 | 1972 |
| % App. Total | 0        | 0    | 100  |      | 10.5     | 86.2 | 3.3  |      | 88.3     | 2.9  | 8.7  |      | 1.3      | 40.8 | 57.9 |      |
| PHF          | .000     | .000 | .766 | .766 | .792     | .910 | .750 | .899 | .888     | .650 | .875 | .902 | .781     | .915 | .889 | .901 |

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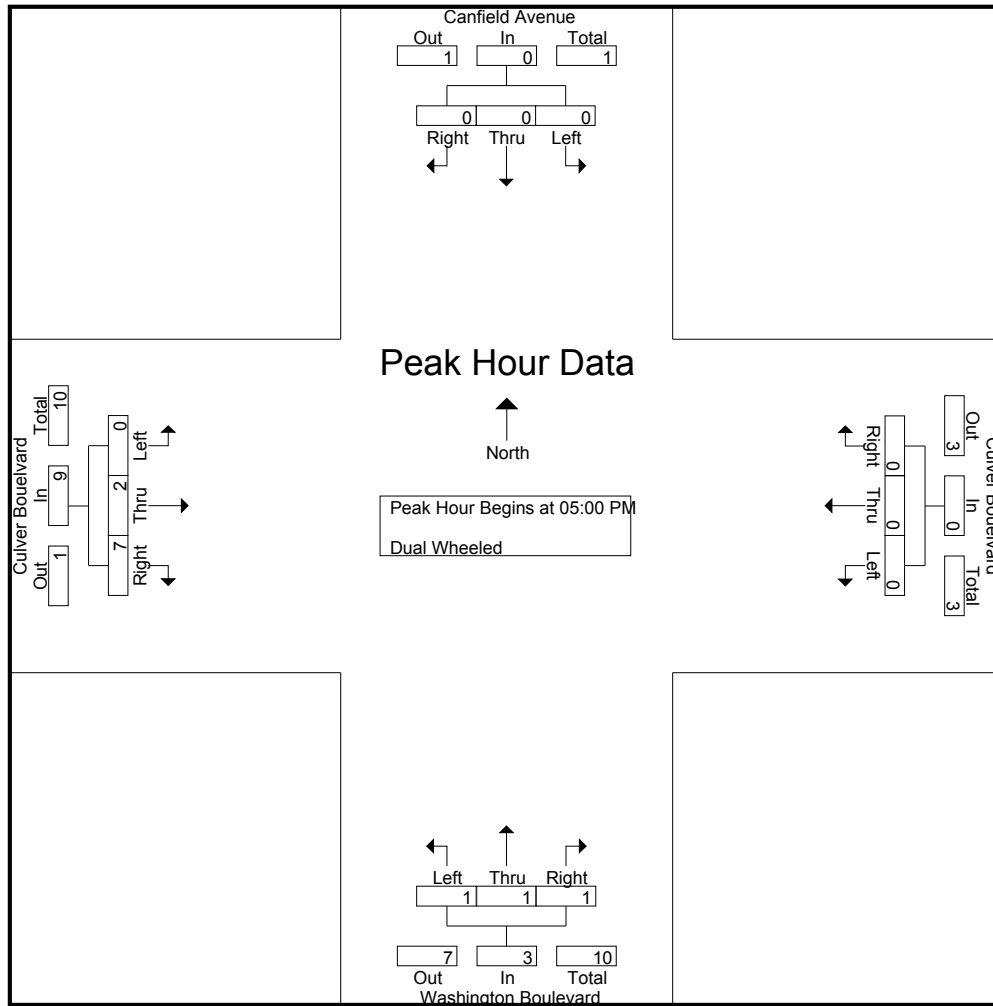
Groups Printed- Dual Wheeled

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 2                                  | 0    | 1     | 3          | 0                             | 0    | 7     | 7          | 11         |
| 03:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1                                  | 0    | 0     | 1          | 0                             | 1    | 3     | 4          | 6          |
| 03:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 4          |
| 03:45 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3                                  | 0    | 0     | 3          | 0                             | 3    | 3     | 6          | 10         |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 8                                  | 0    | 1     | 9          | 0                             | 4    | 15    | 19         | 31         |
| 04:00 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                             | 0    | 3     | 3          | 3          |
| 04:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 2     | 3          | 0                             | 0    | 4     | 4          | 7          |
| 04:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 0     | 0          | 3          |
| 04:45 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                  | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3                                  | 0    | 2     | 5          | 0                             | 1    | 7     | 8          | 15         |
| 05:00 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 1     | 2          | 0                             | 2    | 4     | 6          | 8          |
| 05:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 1    | 0     | 1          | 0                             | 0    | 2     | 2          | 3          |
| 05:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 1          |
| 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          | 1                                  | 1    | 1     | 3          | 0                             | 2    | 7     | 9          | 12         |
| Grand Total | 0                             | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 12                                 | 1    | 4     | 17         | 0                             | 7    | 29    | 36         | 58         |
| Apprch %    | 0                             | 0    | 0     |            | 0                             | 100  | 0     |            | 70.6                               | 5.9  | 23.5  |            | 0                             | 19.4 | 80.6  |            |            |
| Total %     | 0                             | 0    | 0     |            | 0                             | 8.6  | 0     | 8.6        | 20.7                               | 1.7  | 6.9   | 29.3       | 0                             | 12.1 | 50    | 62.1       |            |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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                                  | 0    | 1     | 2          | 0                             | 2    | 4     | 6          | 8          |
| 05:15 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 1    | 0     | 1          | 0                             | 0    | 2     | 2          | 3          |
| 05:30 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 1          |
| 05:45 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total Volume                                               | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 1    | 1     | 3          | 0                             | 2    | 7     | 9          | 12         |
| % App. Total                                               | 0                             | 0    | 0     |            | 0                             | 0    | 0     |            | 33.3                               | 33.3 | 33.3  |            | 0                             | 22.2 | 77.8  |            |            |
| PHF                                                        | .000                          | .000 | .000  | .000       | .000                          | .000 | .000  | .000       | .250                               | .250 | .250  | .375       | .000                          | .250 | .438  | .375       | .375       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2



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        | 0    | 1    | 2    | 0        | 2    | 4    | 6    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 2    | 2    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 1    | 1    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 1    | 1    | 3    | 0        | 2    | 7    | 9    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 33.3     | 33.3 | 33.3 |      | 0        | 22.2 | 77.8 |      |
| PHF          | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .250     | .250 | .250 | .375 | .000     | .250 | .438 | .375 |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 1

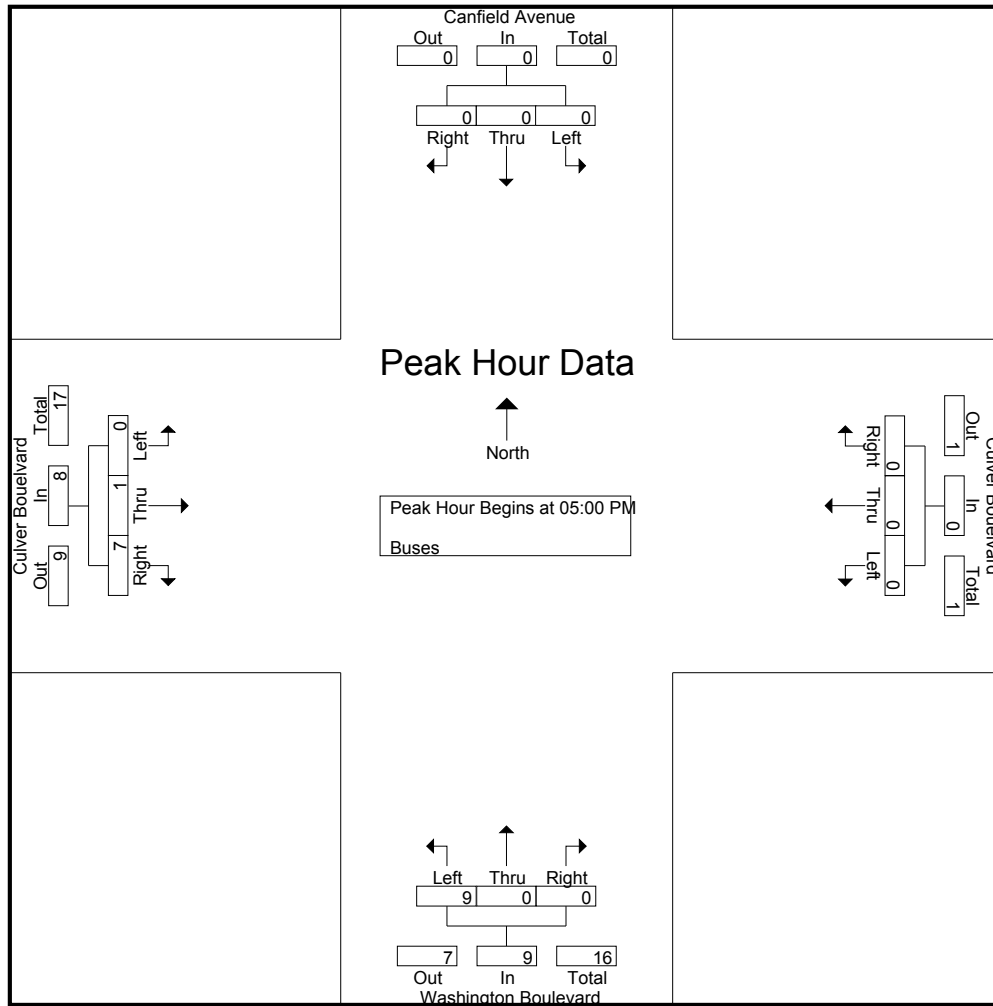
Groups Printed- Buses

|             | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 2     | 2          | 4          |
| 03:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 03:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 2     | 2          | 3          |
| 03:45 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 0    | 2     | 2          | 5          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 7                                  | 0    | 0     | 7          | 0                             | 0    | 6     | 6          | 13         |
| 04:00 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3                                  | 0    | 0     | 3          | 1                             | 0    | 1     | 2          | 6          |
| 04:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2                                  | 0    | 1     | 3          | 1                             | 1    | 4     | 6          | 10         |
| 04:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 0     | 0          | 2          |
| 04:45 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 1    | 3     | 4          | 5          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 8                                  | 0    | 1     | 9          | 2                             | 2    | 8     | 12         | 23         |
| 05:00 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 1    | 1     | 2          | 5          |
| 05:15 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 3     | 3          | 4          |
| 05:30 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 0    | 2     | 2          | 5          |
| 05:45 PM    | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 1     | 1          | 3          |
| Total       | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 9                                  | 0    | 0     | 9          | 0                             | 1    | 7     | 8          | 17         |
| Grand Total | 0                             | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 24                                 | 0    | 1     | 25         | 2                             | 3    | 21    | 26         | 53         |
| Apprch %    | 0                             | 0    | 0     |            | 0                             | 100  | 0     |            | 96                                 | 0    | 4     |            | 7.7                           | 11.5 | 80.8  |            |            |
| Total %     | 0                             | 0    | 0     |            | 0                             | 3.8  | 0     | 3.8        | 45.3                               | 0    | 1.9   | 47.2       | 3.8                           | 5.7  | 39.6  | 49.1       |            |

|                                                            | Canfield Avenue<br>Southbound |      |       |            | Culver Boulevard<br>Westbound |      |       |            | Washington Boulevard<br>Northbound |      |       |            | Culver Boulevard<br>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          | 3                                  | 0    | 0     | 3          | 0                             | 1    | 1     | 2          | 5          |
| 05:15 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1                                  | 0    | 0     | 1          | 0                             | 0    | 3     | 3          | 4          |
| 05:30 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3                                  | 0    | 0     | 3          | 0                             | 0    | 2     | 2          | 5          |
| 05:45 PM                                                   | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2                                  | 0    | 0     | 2          | 0                             | 0    | 1     | 1          | 3          |
| Total Volume                                               | 0                             | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 9                                  | 0    | 0     | 9          | 0                             | 1    | 7     | 8          | 17         |
| % App. Total                                               | 0                             | 0    | 0     |            | 0                             | 0    | 0     |            | 100                                | 0    | 0     |            | 0                             | 12.5 | 87.5  |            |            |
| PHF                                                        | .000                          | .000 | .000  | .000       | .000                          | .000 | .000  | .000       | .750                               | .000 | .000  | .750       | .000                          | .250 | .583  | .667       | .850       |

Culver City  
N/S: Canfield Ave/Washington Boulevard  
E/W: Culver Boulevard  
Weather: Clear

File Name : CVCCFCUPM  
Site Code : 10516364  
Start Date : 5/25/2016  
Page No : 2

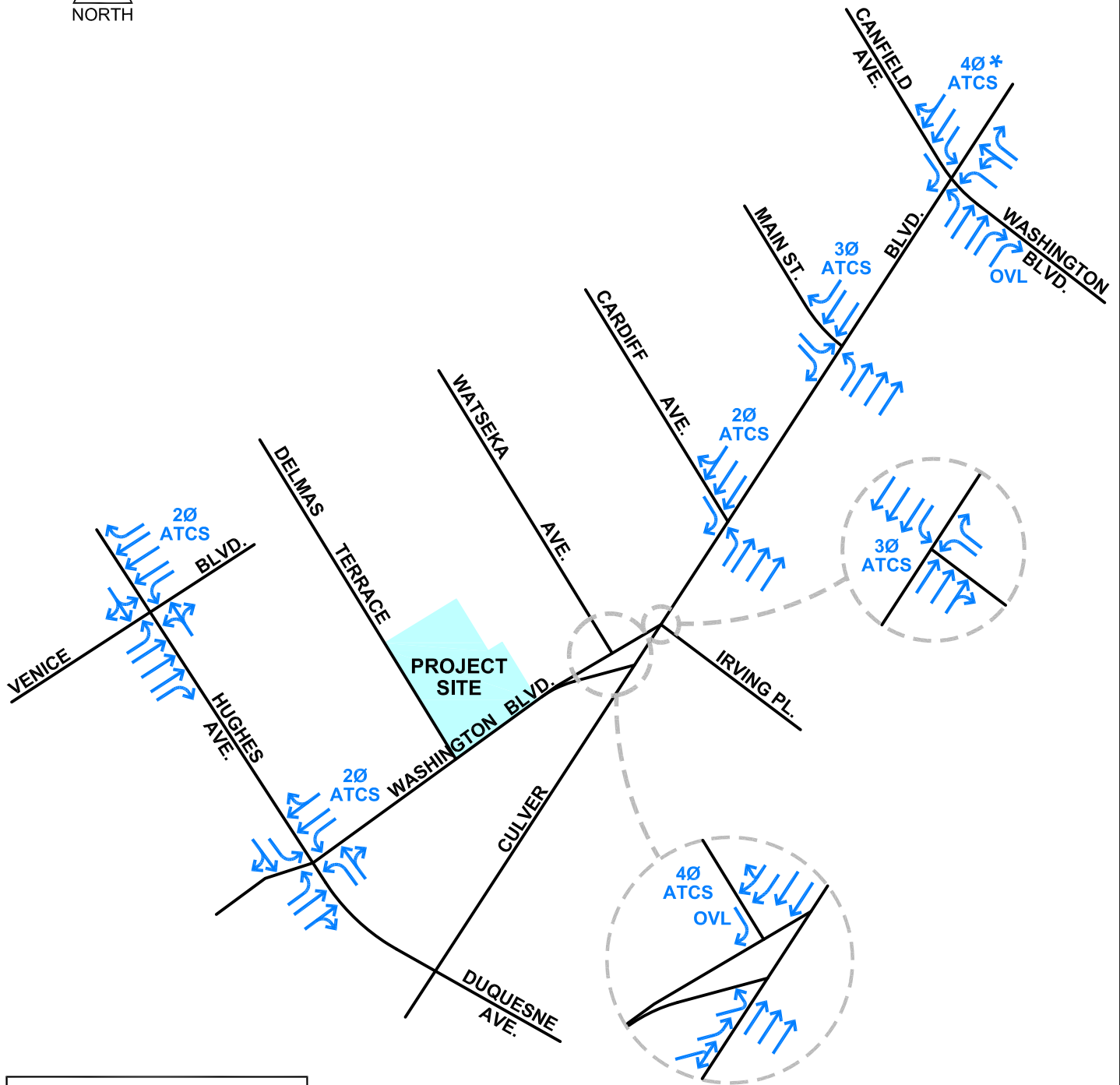


Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 05:00 PM |      |      |      | 05:00 PM |      |      |      | 05:00 PM |      |      |      | 05:00 PM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 3        | 0    | 0    | 3    | 0        | 1    | 1    | 2    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 0    | 0    | 1    | 0        | 0    | 3    | 3    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 3        | 0    | 0    | 3    | 0        | 0    | 2    | 2    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 2        | 0    | 0    | 2    | 0        | 0    | 1    | 1    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 9        | 0    | 0    | 9    | 0        | 1    | 7    | 8    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 100      | 0    | 0    | 100  | 0        | 12.5 | 87.5 | 100  |
| PHF          | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .750     | .000 | .000 | .750 | .000     | .250 | .583 | .667 |

## **APPENDIX C**

### **STUDY INTERSECTIONS GEOMETRICS AND SIGNAL PHASING**



\* : NORTH / SOUTH OPPOSED PHASING

## APPENDIX C

8/17/2016

FN: WASHINGTON (9735) MIXED USE CCLANE-CONFIGS

## STUDY INTERSECTIONS GEOMETRICS AND SIGNAL INFORMATION



Transportation Planning  
Traffic Engineering  
300 Corporate Pointe, Suite 470  
Culver City, California 90230  
PH (310) 473 6508 F (310) 444 9771  
www.crainandassociates.com

**APPENDIX D**  
**PROJECT TRIP GENERATION RATES**

## Appendix D

### Project Trip Generation Rates

| <u>LU</u> | <u>Use/Description</u>   | <u>Rates</u>                          |
|-----------|--------------------------|---------------------------------------|
| 710       | General Office           |                                       |
|           | Daily:                   | 11.03 Trips per KSF of Building Area  |
|           | AM Peak Hour:            | 1.56 Trips per KSF of Building Area   |
|           | Inbound                  | 88%                                   |
|           | Outbound                 | 12%                                   |
|           | PM Peak Hour:            | 1.49 Trips per KSF of Building Area   |
|           | Inbound                  | 17%                                   |
|           | Outbound                 | 83%                                   |
| 820       | Shopping Center          |                                       |
|           | Daily:                   | 42.70 Trips per KSF of Building Area  |
|           | AM Peak Hour:            | 0.96 Trips per KSF of Building Area   |
|           | Inbound                  | 62%                                   |
|           | Outbound                 | 38%                                   |
|           | PM Peak Hour:            | 3.71 Trips per KSF of Building Area   |
|           | Inbound                  | 48%                                   |
|           | Outbound                 | 52%                                   |
| 911/912   | Walk-in Bank             |                                       |
|           | Daily:*                  | 73.95 Trips per KSF of Building Area  |
|           | AM Peak Hour:*           | 6.03 Trips per KSF of Building Area   |
|           | Inbound                  | 57%                                   |
|           | Outbound                 | 43%                                   |
|           | PM Peak Hour:            | 12.13 Trips per KSF of Building Area  |
|           | Inbound                  | 44%                                   |
|           | Outbound                 | 56%                                   |
| 931       | Quality Restaurant       |                                       |
|           | Daily:                   | 89.95 Trips per KSF of Building Area  |
|           | AM Peak Hour:            | 0.81 Trips per KSF of Building Area   |
|           | Inbound**                | 55%                                   |
|           | Outbound**               | 45%                                   |
|           | PM Peak Hour:            | 7.49 Trips per KSF of Building Area   |
|           | Inbound                  | 67%                                   |
|           | Outbound                 | 33%                                   |
| 932       | High-Turnover Restaurant |                                       |
|           | Daily:                   | 127.15 Trips per KSF of Building Area |
|           | AM Peak Hour:            | 10.81 Trips per KSF of Building Area  |
|           | Inbound**                | 55%                                   |
|           | Outbound**               | 45%                                   |
|           | PM Peak Hour:            | 9.85 Trips per KSF of Building Area   |
|           | Inbound                  | 60%                                   |
|           | Outbound                 | 40%                                   |

Source:

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

\* Daily and AM trip generation rates not available, assumed 912 Drive-in Bank daily and AM rates factored by PM rate ratio.

\*\* AM direction distribution not available, assumed direction distribution for 932 High-Turnover Restaurant.

**APPENDIX E**  
**RELATED PROJECT TRIP GENERATION RATES**

## **Appendix E**

### **Related Project Trip Generation Rates & Equations**

#### Apartment (per du) – LU 220

|               |                                     |
|---------------|-------------------------------------|
| Daily:        | T = 6.65 (DU)                       |
| AM Peak Hour: | T = 0.51 (DU); I/B = 20%, O/B = 80% |
| PM Peak Hour: | T = 0.62 (DU); I/B = 65%, O/B = 35% |

#### Condominium (per du) – LU 230

|               |                                     |
|---------------|-------------------------------------|
| Daily:        | T = 5.81 (DU)                       |
| AM Peak Hour: | T = 0.44 (DU); I/B = 17%, O/B = 83% |
| PM Peak Hour: | T = 0.52 (DU); I/B = 67%, O/B = 33% |

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

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = 33.82 (A)                      |
| AM Peak Hour: | T = 2.05 (A); I/B = 66%, O/B = 34% |
| PM Peak Hour: | T = 2.74 (A); I/B = 49%, O/B = 51% |

#### Middle School (per student) – LU 522

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = 1.62 (S)                       |
| AM Peak Hour: | T = 0.54 (S); IB = 55%, O/B = 45%  |
| PM Peak Hour: | T = 0.16 (S); I/B = 49%, O/B = 51% |

#### Museum (per 1,000 sq. ft.) – LU 580

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = n/a                            |
| AM Peak Hour: | T = 0.28 (A); IB = 86%, O/B = 14%  |
| PM Peak Hour: | T = 0.18 (A); I/B = 16%, O/B = 84% |

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

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = 11.03 (A)                      |
| AM Peak Hour: | T = 1.56 (A); I/B = 88%, O/B = 12% |
| PM Peak Hour: | T = 1.49 (A); I/B = 17%, O/B = 83% |

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

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = 42.70 (A)                      |
| AM Peak Hour: | T = 0.96 (A); I/B = 62%, O/B = 38% |
| PM Peak Hour: | T = 3.71 (A); I/B = 48%, O/B = 52% |

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

|               |                                    |
|---------------|------------------------------------|
| Daily:        | T = 24.87 (A)                      |
| AM Peak Hour: | T = 2.89 (A); I/B = 63%, O/B = 37% |
| PM Peak Hour: | T = 4.15 (A); I/B = 43%, O/B = 57% |

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

Daily: T = n/a  
AM Peak Hour: T = 31.02 (A); I/B = 50%, O/B = 50%  
PM Peak Hour: T = 34.57 (A); I/B = 49%, 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:<sup>[1]</sup> 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 F**  
**CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS**

# Level of Service Worksheet (Circular 212 Method)



|                                                                                                                                                    |                     |                     |                                                                      |                |                                                                      |                       |                                                                      |              |                                                                      |                   |             |                  |                             |              |                  |                |                                 |                |              |        |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|----------------------------------------------------------------------|----------------|----------------------------------------------------------------------|-----------------------|----------------------------------------------------------------------|--------------|----------------------------------------------------------------------|-------------------|-------------|------------------|-----------------------------|--------------|------------------|----------------|---------------------------------|----------------|--------------|--------|
| I/S #:                                                                                                                                             | North-South Street: | <b>HUGHES AVE.</b>  | Year of Count:                                                       | <b>2016</b>    | Ambient Growth: (%):                                                 | <b>1</b>              | Conducted by:                                                        |              | Date:                                                                | <b>12/20/2016</b> |             |                  |                             |              |                  |                |                                 |                |              |        |
| <b>1</b>                                                                                                                                           | East-West Street:   | <b>VENICE BLVD.</b> | Projection Year:                                                     | <b>2020</b>    | Peak Hour:                                                           | <b>AM</b>             | Reviewed by:                                                         | <b>HS</b>    | Project:                                                             |                   |             |                  |                             |              |                  |                |                                 |                |              |        |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                     |                     | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>2</b><br><b>0</b> |                | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>2</b><br><b>0</b> |                       | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>2</b><br><b>0</b> |              | <b>2</b><br><b>0</b><br><b>0</b><br><b>0</b><br><b>2</b><br><b>0</b> |                   |             |                  |                             |              |                  |                |                                 |                |              |        |
| 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                | 68                  | 0                                                                    | 68             | 0                                                                    | 68                    | 68                                                                   | 15           | 86                                                                   | 0                 | 86          | 0                | 86                          | 0            | 86               |                | 86                              |                | 0            |        |
|                                                                                                                                                    | Left-Through        |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Through             | 147                 | 0                                                                    | 271            | 0                                                                    | 147                   | 271                                                                  | 22           | 175                                                                  | 0                 | 319         | 0                | 175                         | 0            | 319              |                | 175                             |                | 0            |        |
|                                                                                                                                                    | Through-Right       |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Right               | 56                  | 0                                                                    | 0              | 0                                                                    | 56                    | 0                                                                    | 0            | 58                                                                   | 0                 | 0           | 0                | 58                          | 0            | 0                |                | 58                              |                | 0            |        |
|                                                                                                                                                    | Left-Through-Right  |                     | 1                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 1                 |             |                  |                             | 1            |                  |                |                                 |                |              |        |
| SOUTHBOUND                                                                                                                                         | Left                | 32                  | 0                                                                    | 32             | 0                                                                    | 32                    | 32                                                                   | 0            | 33                                                                   | 0                 | 33          | 0                | 33                          | 0            | 33               |                | 33                              |                | 0            |        |
|                                                                                                                                                    | Left-Through        |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Through             | 174                 | 0                                                                    | 260            | 6                                                                    | 180                   | 266                                                                  | 24           | 205                                                                  | 0                 | 294         | 6                | 211                         | 0            | 300              |                | 211                             |                | 0            |        |
|                                                                                                                                                    | Through-Right       |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Right               | 54                  | 0                                                                    | 0              | 0                                                                    | 54                    | 0                                                                    | 0            | 56                                                                   | 0                 | 0           | 0                | 56                          | 0            | 0                |                | 56                              |                | 0            |        |
|                                                                                                                                                    | Left-Through-Right  |                     | 1                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 1                 |             |                  |                             | 1            |                  |                |                                 |                |              |        |
| EASTBOUND                                                                                                                                          | Left                | 64                  | 1                                                                    | 64             | 0                                                                    | 64                    | 64                                                                   | 7            | 74                                                                   | 1                 | 74          | 0                | 74                          | 1            | 74               |                | 74                              |                | 0            |        |
|                                                                                                                                                    | Left-Through        |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Through             | 1361                | 3                                                                    | 454            | 0                                                                    | 1361                  | 454                                                                  | 125          | 1541                                                                 | 3                 | 514         | 0                | 1541                        | 3            | 514              |                | 1541                            |                | 0            |        |
|                                                                                                                                                    | Through-Right       |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Right               | 92                  | 1                                                                    | 92             | 6                                                                    | 98                    | 98                                                                   | 44           | 140                                                                  | 1                 | 140         | 6                | 146                         | 1            | 146              |                | 146                             |                | 0            |        |
|                                                                                                                                                    | Left-Through-Right  |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
| WESTBOUND                                                                                                                                          | Left                | 202                 | 1                                                                    | 202            | 0                                                                    | 202                   | 202                                                                  | 1            | 211                                                                  | 1                 | 211         | 0                | 211                         | 1            | 211              |                | 211                             |                | 0            |        |
|                                                                                                                                                    | Left-Through        |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Through             | 1615                | 3                                                                    | 538            | 0                                                                    | 1615                  | 538                                                                  | 39           | 1720                                                                 | 3                 | 573         | 0                | 1720                        | 3            | 573              |                | 1720                            |                | 0            |        |
|                                                                                                                                                    | Through-Right       |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
|                                                                                                                                                    | Right               | 53                  | 1                                                                    | 53             | 0                                                                    | 53                    | 53                                                                   | 0            | 55                                                                   | 1                 | 55          | 0                | 55                          | 1            | 55               |                | 55                              |                | 0            |        |
|                                                                                                                                                    | Left-Through-Right  |                     | 0                                                                    |                |                                                                      |                       |                                                                      |              |                                                                      | 0                 |             |                  |                             | 0            |                  |                |                                 |                |              |        |
| CRITICAL VOLUMES                                                                                                                                   |                     |                     | North-South: 328                                                     | East-West: 656 | SUM: 984                                                             | North-South: 334      | East-West: 656                                                       | SUM: 990     | North-South: 380                                                     | East-West: 725    | SUM: 1105   | North-South: 386 | East-West: 725              | SUM: 1111    | North-South: 386 | East-West: 725 | SUM: 1111                       | North-South: 0 | East-West: 0 | SUM: 0 |
| VOLUME/CAPACITY (V/C) RATIO:                                                                                                                       |                     |                     | 0.656                                                                |                | 0.660                                                                |                       | 0.737                                                                |              | 0.741                                                                |                   | 0.741       |                  | 0.741                       |              | 0.741            |                | 0.000                           |                | 0.000        |        |
| V/C LESS ATSAC/ATCS ADJUSTMENT:                                                                                                                    |                     |                     | 0.556                                                                |                | 0.560                                                                |                       | 0.637                                                                |              | 0.641                                                                |                   | 0.641       |                  | 0.641                       |              | 0.641            |                | 0.000                           |                | 0.000        |        |
| LEVEL OF SERVICE (LOS):                                                                                                                            |                     |                     | A                                                                    |                | A                                                                    |                       | B                                                                    |              | B                                                                    |                   | B           |                  | B                           |              | B                |                | A                               |                | A            |        |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |              |                        |               |
|-------------------------------|--------------|------------------------|---------------|
| Change in v/c due to project: | <b>0.004</b> | Δv/c after mitigation: | <b>-0.637</b> |
| Significant impacted?         | <b>NO</b>    | Fully mitigated?       | <b>N/A</b>    |

Result 201612.xls

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |     | DUQUESNE AVE./HUGHES AVE. |              |             | Year of Count:        |              |             | 2016                         |              | Ambient Growth: (%) |             |                             | 1            |              | Conducted by: |                                 | Date:        |              | 12/16/2016  |  |
|----------------------------------------|--------------------|---------------------|---|-----|---------------------------|--------------|-------------|-----------------------|--------------|-------------|------------------------------|--------------|---------------------|-------------|-----------------------------|--------------|--------------|---------------|---------------------------------|--------------|--------------|-------------|--|
| 2                                      |                    | East-West Street:   |   |     | WASHINGTON BLVD.          |              |             | Projection Year:      |              |             | 2020                         |              | Peak Hour:          |             |                             | AM           |              | Reviewed by:  |                                 | HS           |              | Project:    |  |
| No. of Phases                          |                    |                     |   |     | 2                         |              |             | 2                     |              |             | 2                            |              | 2                   |             |                             | 2            |              |               | 2                               |              |              |             |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                     |   |     | 0                         |              |             | 0                     |              |             | 0                            |              | 0                   |             |                             | 0            |              |               | 0                               |              |              |             |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                    |                     |   |     | 0                         |              |             | 0                     |              |             | 0                            |              | 0                   |             |                             | 0            |              |               | 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               | 294                 | 1 | 294 | 0                         | 294          | 294         | -1                    | 305          | 1           | 305                          | 0            | 305                 | 1           | 305                         |              | 305          |               | 0                               |              |              |             |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Through            | 434                 | 0 | 578 | 0                         | 434          | 594         | 10                    | 462          | 0           | 612                          | 0            | 462                 | 0           | 628                         |              | 462          |               | 0                               |              |              |             |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Right              | 144                 | 0 | 0   | 16                        | 160          | 0           | 0                     | 150          | 0           | 0                            | 16           | 166                 | 0           | 0                           |              | 166          |               | 0                               |              |              |             |  |
| SOUTHBOUND                             | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left               | 44                  | 1 | 44  | 12                        | 56           | 56          | 64                    | 110          | 1           | 110                          | 12           | 122                 | 1           | 122                         |              | 122          |               | 0                               |              |              |             |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Through            | 626                 | 0 | 716 | 0                         | 626          | 716         | 2                     | 653          | 0           | 749                          | 0            | 653                 | 0           | 749                         |              | 653          |               | 0                               |              |              |             |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1           |                             |              |              |               |                                 |              |              |             |  |
| EASTBOUND                              | Right              | 90                  | 0 | 0   | 0                         | 90           | 0           | 2                     | 96           | 0           | 0                            | 0            | 96                  | 0           | 0                           |              | 96           |               | 0                               |              |              |             |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left               | 92                  | 1 | 92  | 0                         | 92           | 92          | 0                     | 96           | 1           | 96                           | 0            | 96                  | 1           | 96                          |              | 96           |               | 0                               |              |              |             |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
| WESTBOUND                              | Through            | 1091                | 1 | 763 | 6                         | 1097         | 766         | 22                    | 1157         | 1           | 805                          | 6            | 1163                | 1           | 808                         |              | 1163         |               | 0                               |              |              |             |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Right              | 434                 | 0 | 434 | 0                         | 434          | 434         | 1                     | 453          | 0           | 453                          | 0            | 453                 | 0           | 453                         |              | 453          |               | 0                               |              |              |             |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
| CRITICAL VOLUMES                       | Left               | 144                 | 1 | 144 | 1                         | 145          | 145         | 0                     | 150          | 1           | 150                          | 1            | 151                 | 1           | 151                         |              | 151          |               | 0                               |              |              |             |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Through            | 1175                | 1 | 649 | 1                         | 1176         | 650         | 25                    | 1248         | 1           | 702                          | 1            | 1249                | 1           | 703                         |              | 1249         |               | 0                               |              |              |             |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Right              | 123                 | 0 | 123 | 1                         | 124          | 124         | 27                    | 155          | 0           | 155                          | 1            | 156                 | 0           | 156                         |              | 156          |               | 0                               |              |              |             |  |
| VOLUME/CAPACITY (V/C) RATIO:           | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0           |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left               |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
|                                        | Left-Through       |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
|                                        | Through            |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |             |                             |              |              |               |                                 |              |              |             |  |
| CRITICAL VOLUMES                       |                    |                     |   |     | North-South: 1010         |              |             | North-South: 1010     |              |             | North-South: 1054            |              |                     |             | North-South: 1054           |              |              |               | North-South: 0                  |              |              |             |  |
|                                        |                    |                     |   |     | East-West: 907            |              |             | East-West: 911        |              |             | East-West: 955               |              |                     |             | East-West: 959              |              |              |               | East-West: 0                    |              |              |             |  |
|                                        |                    |                     |   |     | SUM: 1917                 |              |             | SUM: 1921             |              |             | SUM: 2009                    |              |                     |             | SUM: 2013                   |              |              |               | SUM: 0                          |              |              |             |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   |     | 1.278                     |              |             | 1.281                 |              |             | 1.339                        |              |                     |             | 1.342                       |              |              |               | 0.000                           |              |              |             |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   |     | 1.208                     |              |             | 1.211                 |              |             | 1.269                        |              |                     |             | 1.272                       |              |              |               | 0.000                           |              |              |             |  |
| LEVEL OF SERVICE (LOS):                |                    |                     |   |     | F                         |              |             | F                     |              |             | F                            |              |                     |             | F                           |              |              |               | A                               |              |              |             |  |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.003 | Δv/c after mitigation: | -1.269 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: |   |     | DUQUESNE AVE./HUGHES AVE. |              |             | Year of Count:        |              |             | 2016                         |              | Ambient Growth: (%) |                  |                             | 1            |                  | Conducted by: |                                 |               |              | Date:       |               | 12/16/2016 |  |
|----------------------------------------|--------------------|---------------------|---|-----|---------------------------|--------------|-------------|-----------------------|--------------|-------------|------------------------------|--------------|---------------------|------------------|-----------------------------|--------------|------------------|---------------|---------------------------------|---------------|--------------|-------------|---------------|------------|--|
| 2                                      |                    | East-West Street:   |   |     | WASHINGTON BLVD.          |              |             | Projection Year:      |              |             | 2020                         |              | Peak Hour:          |                  |                             | PM           |                  | Reviewed by:  |                                 | HS            |              | Project:    |               |            |  |
| No. of Phases                          |                    |                     |   |     | 2                         |              |             | 2                     |              |             | 2                            |              |                     | 2                |                             |              | 2                |               |                                 | 2             |              |             | 2             |            |  |
| 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-- 0 SB-- 0             |              |             | 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 |              |             | EB-- 0 WB-- 0 |            |  |
| Override Capacity                      |                    |                     |   |     | 1                         |              |             | 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               | 95                  | 1 | 95  | 0                         | 95           | 95          | 3                     | 102          | 1           | 102                          | 0            | 102                 | 1                | 102                         |              | 102              |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Through            | 235                 | 0 | 268 | 0                         | 235          | 270         | 22                    | 267          | 0           | 302                          | 0            | 267                 | 0                | 304                         |              | 267              |               | 0                               |               |              |             |               |            |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Right              | 33                  | 0 | 0   | 2                         | 35           | 0           | 1                     | 35           | 0           | 0                            | 2            | 37                  | 0                | 0                           |              | 37               |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |                  |                             |              |                  |               |                                 |               |              |             |               |            |  |
| SOUTHBOUND                             | Left               | 36                  | 1 | 36  | 1                         | 37           | 37          | 36                    | 73           | 1           | 73                           | 1            | 74                  | 1                | 74                          |              | 74               |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Through            | 343                 | 0 | 389 | 0                         | 343          | 389         | 37                    | 394          | 0           | 451                          | 0            | 394                 | 0                | 451                         |              | 394              |               | 0                               |               |              |             |               |            |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Right              | 46                  | 0 | 0   | 0                         | 46           | 0           | 9                     | 57           | 0           | 0                            | 0            | 57                  | 0                | 0                           |              | 57               |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |                  |                             |              |                  |               |                                 |               |              |             |               |            |  |
| EASTBOUND                              | Left               | 79                  | 1 | 79  | 0                         | 79           | 79          | 0                     | 82           | 1           | 82                           | 0            | 82                  | 1                | 82                          |              | 82               |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Through            | 816                 | 1 | 496 | 1                         | 817          | 496         | 20                    | 869          | 1           | 527                          | 1            | 870                 | 1                | 528                         |              | 870              |               | 0                               |               |              |             |               |            |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Right              | 175                 | 0 | 175 | 0                         | 175          | 175         | 3                     | 185          | 0           | 185                          | 0            | 185                 | 0                | 185                         |              | 185              |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |                  |                             |              |                  |               |                                 |               |              |             |               |            |  |
| WESTBOUND                              | Left               | 83                  | 1 | 83  | 7                         | 90           | 90          | 1                     | 87           | 1           | 87                           | 7            | 94                  | 1                | 94                          |              | 94               |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through       |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Through            | 504                 | 1 | 274 | 9                         | 513          | 283         | 26                    | 550          | 1           | 328                          | 9            | 559                 | 1                | 337                         |              | 559              |               | 0                               |               |              |             |               |            |  |
|                                        | Through-Right      |                     | 1 |     |                           |              |             |                       |              | 1           |                              |              |                     | 1                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Right              | 44                  | 0 | 44  | 9                         | 53           | 53          | 60                    | 106          | 0           | 106                          | 9            | 115                 | 0                | 115                         |              | 115              |               | 0                               |               |              |             |               |            |  |
|                                        | Left-Through-Right |                     | 0 |     |                           |              |             |                       |              | 0           |                              |              |                     | 0                |                             |              |                  |               |                                 |               |              |             |               |            |  |
|                                        | Left-Right         |                     |   |     |                           |              |             |                       |              |             |                              |              |                     |                  |                             |              |                  |               |                                 |               |              |             |               |            |  |
| CRITICAL VOLUMES                       |                    |                     |   |     | North-South: 484          |              |             | North-South: 484      |              |             | North-South: 553             |              |                     | North-South: 553 |                             |              | North-South: 553 |               |                                 | 0             |              |             |               |            |  |
|                                        |                    |                     |   |     | East-West: 579            |              |             | East-West: 586        |              |             | East-West: 614               |              |                     | East-West: 622   |                             |              | East-West: 622   |               |                                 | 0             |              |             |               |            |  |
|                                        |                    |                     |   |     | SUM: 1063                 |              |             | SUM: 1070             |              |             | SUM: 1167                    |              |                     | SUM: 1175        |                             |              | SUM: 1175        |               |                                 | 0             |              |             |               |            |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                    |                     |   |     | 0.709                     |              |             | 0.713                 |              |             | 0.778                        |              |                     | 0.783            |                             |              |                  |               |                                 | 0.000         |              |             |               |            |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    |                     |   |     | 0.639                     |              |             | 0.643                 |              |             | 0.708                        |              |                     | 0.713            |                             |              |                  |               |                                 | 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: | 0.005 | Δv/c after mitigation: | -0.708 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                               |              |                  |                       |               |                      |                              |              |               |             |                             |              |              |             |                                 |              |              |             |
|----------------------------------------|---------------------|-------------------------------|--------------|------------------|-----------------------|---------------|----------------------|------------------------------|--------------|---------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #:                                 | North-South Street: | WASHINGTON BLVD./WATSEKA AVE. |              | Year of Count:   | 2016                  |               | Ambient Growth: (%): | 1                            |              | Conducted by: |             |                             | Date:        | 12/16/2016   |             |                                 |              |              |             |
| 3                                      | 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-- 2 SB-- 3                 |              | NB-- 2 SB-- 3    |                       | NB-- 2 SB-- 3 |                      | NB-- 2 SB-- 3                |              | NB-- 2 SB-- 3 |             | NB-- 2 SB-- 3               |              |              |             |                                 |              |              |             |
| 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                | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 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                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Right               | 1201                          | 3            | 420              | 0                     | 1201          | 420                  | 192                          | 1442         | 3             | 505         | 0                           | 1442         | 3            | 505         | 0                               | 1442         | 3            | 505         |
| SOUTHBOUND                             | Left                | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 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                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Right               | 42                            | 1            | 14               | 0                     | 42            | 14                   | 0                            | 44           | 1             | 15          | 0                           | 44           | 1            | 15          | 0                               | 44           | 1            | 15          |
| EASTBOUND                              | Left                | 28                            | 1            | 28               | 0                     | 28            | 28                   | 0                            | 29           | 1             | 29          | 0                           | 29           | 1            | 29          | 0                               | 29           | 1            | 29          |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 525                           | 1            | 276              | 1                     | 526           | 276                  | 86                           | 632          | 1             | 330         | 1                           | 633          | 1            | 330         | 1                               | 633          | 1            | 330         |
|                                        | Through-Right       | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Right               | 26                            | 0            | 26               | 0                     | 26            | 26                   | 0                            | 27           | 0             | 27          | 0                           | 27           | 0            | 27          | 0                               | 27           | 0            | 27          |
| WESTBOUND                              | Left                | 830                           | 2            | 457              | 0                     | 830           | 457                  | 122                          | 986          | 2             | 542         | 0                           | 986          | 2            | 542         | 0                               | 986          | 2            | 542         |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 718                           | 1            | 372              | 28                    | 746           | 386                  | 52                           | 799          | 1             | 413         | 28                          | 827          | 1            | 427         | 28                              | 827          | 1            | 427         |
|                                        | Through-Right       | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Right               | 26                            | 0            | 26               | 0                     | 26            | 26                   | 0                            | 27           | 0             | 27          | 0                           | 27           | 0            | 27          | 0                               | 27           | 0            | 27          |
| CRITICAL VOLUMES                       |                     | North-South: 420              |              |                  | North-South: 420      |               |                      | North-South: 505             |              |               |             | North-South: 505            |              |              |             | North-South: 0                  |              |              |             |
|                                        |                     | East-West: 733                |              |                  | East-West: 733        |               |                      | East-West: 872               |              |               |             | East-West: 872              |              |              |             | East-West: 0                    |              |              |             |
|                                        |                     | SUM: 1153                     |              |                  | SUM: 1153             |               |                      | SUM: 1377                    |              |               |             | SUM: 1377                   |              |              |             | SUM: 0                          |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.839                         |              |                  | 0.839                 |               |                      | 1.001                        |              |               |             | 1.001                       |              |              |             | 0.000                           |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.769                         |              |                  | 0.769                 |               |                      | 0.931                        |              |               |             | 0.931                       |              |              |             | 0.000                           |              |              |             |
| LEVEL OF SERVICE (LOS):                |                     | C                             |              |                  | C                     |               |                      | E                            |              |               |             | E                           |              |              |             | A                               |              |              |             |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | -0.931 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                               |              |                  |                       |               |                      |                              |              |               |             |                             |              |              |             |                                 |              |              |             |
|----------------------------------------|---------------------|-------------------------------|--------------|------------------|-----------------------|---------------|----------------------|------------------------------|--------------|---------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #:                                 | North-South Street: | WASHINGTON BLVD./WATSEKA AVE. |              | Year of Count:   | 2016                  |               | Ambient Growth: (%): | 1                            |              | Conducted by: |             |                             | Date:        | 12/16/2016   |             |                                 |              |              |             |
| 3                                      | East-West Street:   | CULVER BLVD.                  |              | Projection Year: | 2020                  |               | Peak Hour:           | PM                           |              | 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? |                     | 0                             |              | 0                |                       | 0             |                      | 0                            |              | 0             |             | 0                           |              |              |             |                                 |              |              |             |
| Right Turns: FREE-1, NRTC-2 or OLA-3?  |                     | NB-- 2 SB-- 3                 |              | NB-- 2 SB-- 3    |                       | NB-- 2 SB-- 3 |                      | NB-- 2 SB-- 3                |              | NB-- 2 SB-- 3 |             | NB-- 2 SB-- 3               |              |              |             |                                 |              |              |             |
| 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                | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through-Right       | 1115                          | 3            | 390              | 0                     | 1115          | 390                  | 142                          | 1302         | 3             | 456         | 0                           | 1302         | 3            | 456         | 0                               | 1302         | 3            | 456         |
|                                        | Right               | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| SOUTHBOUND                             | Left                | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through-Right       | 138                           | 1            | 111              | 0                     | 138           | 111                  | 0                            | 144          | 1             | 116         | 0                           | 144          | 1            | 116         | 0                               | 144          | 1            | 116         |
|                                        | Right               | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| EASTBOUND                              | Left                | 27                            | 1            | 27               | 0                     | 27            | 27                   | 0                            | 28           | 1             | 28          | 0                           | 28           | 1            | 28          | 0                               | 28           | 1            | 28          |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 819                           | 1            | 421              | 17                    | 836           | 430                  | 55                           | 907          | 1             | 466         | 17                          | 924          | 1            | 474         | 0                               | 924          | 1            | 474         |
|                                        | Through-Right       | 23                            | 0            | 23               | 0                     | 23            | 23                   | 0                            | 24           | 0             | 24          | 0                           | 24           | 0            | 24          | 0                               | 24           | 0            | 24          |
|                                        | Right               | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| WESTBOUND                              | Left                | 733                           | 2            | 403              | 0                     | 733           | 403                  | 187                          | 950          | 2             | 523         | 0                           | 950          | 2            | 523         | 0                               | 950          | 2            | 523         |
|                                        | Left-Through        | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 444                           | 1            | 239              | 3                     | 447           | 241                  | 85                           | 547          | 1             | 291         | 3                           | 550          | 1            | 293         | 0                               | 550          | 1            | 293         |
|                                        | Through-Right       | 34                            | 0            | 34               | 0                     | 34            | 34                   | 0                            | 35           | 0             | 35          | 0                           | 35           | 0            | 35          | 0                               | 35           | 0            | 35          |
|                                        | Right               | 0                             | 0            | 0                | 0                     | 0             | 0                    | 0                            | 0            | 0             | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| CRITICAL VOLUMES                       |                     | North-South: 390              |              |                  | North-South: 390      |               |                      | North-South: 456             |              |               |             | North-South: 456            |              |              |             | North-South: 0                  |              |              |             |
|                                        |                     | East-West: 824                |              |                  | East-West: 833        |               |                      | East-West: 989               |              |               |             | East-West: 997              |              |              |             | East-West: 0                    |              |              |             |
|                                        |                     | SUM: 1214                     |              |                  | SUM: 1223             |               |                      | SUM: 1445                    |              |               |             | SUM: 1453                   |              |              |             | SUM: 0                          |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.883                         |              |                  | 0.889                 |               |                      | 1.051                        |              |               |             | 1.057                       |              |              |             | 0.000                           |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.813                         |              |                  | 0.819                 |               |                      | 0.981                        |              |               |             | 0.987                       |              |              |             | 0.000                           |              |              |             |
| LEVEL OF SERVICE (LOS):                |                     | D                             |              |                  | D                     |               |                      | E                            |              |               |             | E                           |              |              |             | A                               |              |              |             |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.006 | Δv/c after mitigation: | -0.981 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                                                                                                                                    |                     |              |                                                |              |                                                |                       |                                                |             |                                                |              |                                                |             |                                                |              |                                                |             |                                                |              |              |             |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------|------------------------------------------------|--------------|------------------------------------------------|-----------------------|------------------------------------------------|-------------|------------------------------------------------|--------------|------------------------------------------------|-------------|------------------------------------------------|--------------|------------------------------------------------|-------------|------------------------------------------------|--------------|--------------|-------------|
| I/S #:                                                                                                                                             | North-South Street: | IRVING PL.   | Year of Count:                                 | 2016         | Ambient Growth: (%):                           | 1                     | Conducted by:                                  |             | Date:                                          | 12/16/2016   |                                                |             |                                                |              |                                                |             |                                                |              |              |             |
| 4                                                                                                                                                  | East-West Street:   | CULVER BLVD. | Projection Year:                               | 2020         | Peak Hour:                                     | AM                    | Reviewed by:                                   | HS          | Project:                                       |              |                                                |             |                                                |              |                                                |             |                                                |              |              |             |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                     |              | NB-- 0 SB-- 3<br>EB-- 0 WB-- 0<br>1<br>0       |              | NB-- 0 SB-- 3<br>EB-- 0 WB-- 0<br>1<br>0       |                       | NB-- 0 SB-- 3<br>EB-- 0 WB-- 0<br>1<br>0       |             | NB-- 0 SB-- 3<br>EB-- 0 WB-- 0<br>1<br>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                | 110          | 1                                              | 110          | 1                                              | 111                   | 111                                            | 0           | 114                                            | 1            | 114                                            | 1           | 115                                            | 1            | 115                                            |             | 115                                            |              | 0            |             |
|                                                                                                                                                    | Left-Through        | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Through             | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Through-Right       | 104          | 1                                              | 87           | 0                                              | 104                   | 87                                             | 0           | 108                                            | 1            | 91                                             | 0           | 108                                            | 1            | 91                                             |             | 108                                            |              | 0            |             |
|                                                                                                                                                    | Right               | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 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            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Through             | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Through-Right       | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Right               | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
| EASTBOUND                                                                                                                                          | Left                | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Left-Through        | 1652         | 2                                              | 577          | 1                                              | 1653                  | 577                                            | 278         | 1997                                           | 2            | 693                                            | 1           | 1998                                           | 2            | 693                                            |             | 1998                                           |              | 0            |             |
|                                                                                                                                                    | Through             | 78           | 1                                              | 78           | 0                                              | 78                    | 78                                             | 0           | 81                                             | 0            | 81                                             | 0           | 81                                             | 0            | 81                                             |             | 81                                             |              | 0            |             |
|                                                                                                                                                    | Through-Right       | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Right               | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
| WESTBOUND                                                                                                                                          | Left                | 34           | 1                                              | 34           | 0                                              | 34                    | 34                                             | 0           | 35                                             | 1            | 35                                             | 0           | 35                                             | 1            | 35                                             |             | 35                                             |              | 0            |             |
|                                                                                                                                                    | Left-Through        | 1415         | 3                                              | 472          | 27                                             | 1442                  | 481                                            | 174         | 1646                                           | 3            | 549                                            | 27          | 1673                                           | 3            | 558                                            |             | 1673                                           |              | 0            |             |
|                                                                                                                                                    | Through             | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Through-Right       | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
|                                                                                                                                                    | Right               | 0            | 0                                              | 0            | 0                                              | 0                     | 0                                              | 0           | 0                                              | 0            | 0                                              | 0           | 0                                              | 0            | 0                                              |             | 0                                              |              | 0            |             |
| CRITICAL VOLUMES                                                                                                                                   |                     |              | North-South: 110<br>East-West: 611<br>SUM: 721 |              | North-South: 111<br>East-West: 611<br>SUM: 722 |                       | North-South: 114<br>East-West: 728<br>SUM: 842 |             | North-South: 115<br>East-West: 728<br>SUM: 843 |              | North-South: 115<br>East-West: 728<br>SUM: 843 |             | North-South: 115<br>East-West: 728<br>SUM: 843 |              | North-South: 115<br>East-West: 728<br>SUM: 843 |             | North-South: 115<br>East-West: 728<br>SUM: 843 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:                                                                                                                       |                     |              | 0.506                                          |              | 0.507                                          |                       | 0.591                                          |             | 0.592                                          |              | 0.592                                          |             | 0.592                                          |              | 0.592                                          |             | 0.592                                          |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:                                                                                                                    |                     |              | 0.436                                          |              | 0.437                                          |                       | 0.521                                          |             | 0.522                                          |              | 0.522                                          |             | 0.522                                          |              | 0.522                                          |             | 0.522                                          |              |              |             |
| LEVEL OF SERVICE (LOS):                                                                                                                            |                     |              | A                                              |              | A                                              |                       | A                                              |             | A                                              |              | A                                              |             | A                                              |              | A                                              |             | A                                              |              |              |             |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | -0.521 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                    |                  |                 |                       |                 |               |                              |               |                 |             |                             |              |                |             |                                 |              |              |             |
|----------------------------------------|---------------------|--------------------|------------------|-----------------|-----------------------|-----------------|---------------|------------------------------|---------------|-----------------|-------------|-----------------------------|--------------|----------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #:                                 | North-South Street: | IRVING PL.         | Year of Count:   | 2016            | Ambient Growth: (%):  | 1               | Conducted by: |                              | Date:         | 12/16/2016      |             |                             |              |                |             |                                 |              |              |             |
| 4                                      | East-West Street:   | CULVER BLVD.       | Projection Year: | 2020            | Peak Hour:            | PM              | 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             |                              | 0             |                 |             |                             |              |                |             |                                 |              |              |             |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                     | NB-- 0 SB-- 3      | NB-- 0 SB-- 3    |                 | NB-- 0 SB-- 3         |                 | NB-- 0 SB-- 3 |                              | NB-- 0 SB-- 3 |                 |             |                             |              |                |             |                                 |              |              |             |
| 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             |                 |             |                             |              |                |             |                                 |              |              |             |
|                                        |                     | 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                | 27                 | 1                | 27              | 0                     | 27              | 27            | 0                            | 28            | 1               | 28          | 0                           | 28           | 1              | 28          | 28                              |              | 0            |             |
|                                        | Left-Through        | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Through             | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Through-Right       | 96                 | 1                | 61              | 0                     | 96              | 61            | 0                            | 100           | 1               | 64          | 0                           | 100          | 1              | 64          | 100                             |              | 0            |             |
|                                        | Right               | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 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               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Through             | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Through-Right       | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Right               | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
| EASTBOUND                              | Left                | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Left-Through        | 1901               | 2                | 652             | 19                    | 1920            | 659           | 199                          | 2177          | 2               | 745         | 19                          | 2196         | 2              | 752         | 2196                            |              | 0            |             |
|                                        | Through             | 56                 | 1                | 56              | 1                     | 57              | 57            | 0                            | 58            | 1               | 58          | 1                           | 59           | 1              | 59          | 59                              |              | 0            |             |
|                                        | Through-Right       | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Right               | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
| WESTBOUND                              | Left                | 70                 | 1                | 70              | 0                     | 70              | 70            | 0                            | 73            | 1               | 73          | 0                           | 73           | 1              | 73          | 73                              |              | 0            |             |
|                                        | Left-Through        | 1178               | 3                | 393             | 3                     | 1181            | 394           | 271                          | 1497          | 3               | 499         | 3                           | 1500         | 3              | 500         | 1500                            |              | 0            |             |
|                                        | Through             | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Through-Right       | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
|                                        | Right               | 0                  | 0                | 0               | 0                     | 0               | 0             | 0                            | 0             | 0               | 0           | 0                           | 0            | 0              | 0           | 0                               |              | 0            |             |
| CRITICAL VOLUMES                       |                     | North-South: 61    |                  | North-South: 61 |                       | North-South: 64 |               | North-South: 64              |               | North-South: 64 |             | North-South: 64             |              | North-South: 0 |             |                                 |              |              |             |
|                                        |                     | East-West: 722     |                  | East-West: 729  |                       | East-West: 818  |               | East-West: 818               |               | East-West: 825  |             | East-West: 825              |              | East-West: 0   |             |                                 |              |              |             |
|                                        |                     | SUM: 783           |                  | SUM: 790        |                       | SUM: 882        |               | SUM: 882                     |               | SUM: 889        |             | SUM: 889                    |              | SUM: 0         |             |                                 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.549              |                  | 0.554           |                       | 0.619           |               | 0.619                        |               | 0.624           |             | 0.624                       |              | 0.000          |             |                                 |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.479              |                  | 0.484           |                       | 0.549           |               | 0.549                        |               | 0.554           |             | 0.554                       |              | 0.000          |             |                                 |              |              |             |
| LEVEL OF SERVICE (LOS):                |                     | A                  |                  | A               |                       | A               |               | A                            |               | A               |             | A                           |              | A              |             |                                 |              |              |             |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

Change in v/c due to project: 0.005 Δv/c after mitigation: -0.549  
Significant impacted? NO Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                    |                  |             |                       |              |               |                              |               |              |             |                             |              |              |             |                                 |              |              |             |
|----------------------------------------|---------------------|--------------------|------------------|-------------|-----------------------|--------------|---------------|------------------------------|---------------|--------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #:                                 | North-South Street: | CARDIFF AVE.       | Year of Count:   | 2016        | Ambient Growth: (%):  | 1            | Conducted by: |                              | Date:         | 12/16/2016   |             |                             |              |              |             |                                 |              |              |             |
| 5                                      | East-West Street:   | CULVER BLVD.       | Projection Year: | 2020        | Peak Hour:            | AM           | Reviewed by:  | HS                           | Project:      |              |             |                             |              |              |             |                                 |              |              |             |
| No. of Phases                          |                     | 2                  | 2                |             | 2                     |              | 2             |                              | 2             |              |             |                             |              |              |             |                                 |              |              |             |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                     |                    |                  |             |                       |              |               |                              |               |              |             |                             |              |              |             |                                 |              |              |             |
| Right Turns: FREE-1, NRTC-2 or OLA-3?  |                     | 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 |              |             |                             |              |              |             |                                 |              |              |             |
| Override Capacity                      |                     | 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                | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 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           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Right               | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| SOUTHBOUND                             | Left-Through-Right  | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Right          | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left                | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Through             | 33                 | 1                | 22          | 1                     | 34           | 23            | 0                            | 34            | 1            | 22          | 1                           | 35           | 1            | 23          | 0                               | 35           | 0            | 0           |
| EASTBOUND                              | Through-Right       | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 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  | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Right          | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left                | 23                 | 1                | 23          | 0                     | 23           | 23            | 0                            | 24            | 1            | 24          | 0                           | 24           | 1            | 24          | 0                               | 24           | 0            | 0           |
| WESTBOUND                              | Left-Through        | 1719               | 3                | 573         | 1                     | 1720         | 573           | 278                          | 2067          | 3            | 689         | 1                           | 2068         | 3            | 689         | 0                               | 2068         | 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           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 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  | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| CRITICAL VOLUMES                       | Left-Right          | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left                | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 1433               | 2                | 484         | 25                    | 1458         | 492           | 174                          | 1665          | 2            | 561         | 25                          | 1690         | 2            | 570         | 0                               | 1690         | 0            | 0           |
|                                        | Through             | 18                 | 0                | 18          | 0                     | 18           | 18            | 0                            | 19            | 0            | 19          | 0                           | 19           | 0            | 19          | 0                               | 19           | 0            | 0           |
|                                        | Through-Right       | 0                  | 0                | 0           | 0                     | 0            | 0             | 0                            | 0             | 0            | 0           | 0                           | 0            | 0            | 0           | 0                               | 0            | 0            | 0           |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.397              |                  |             | 0.397                 |              |               | 0.474                        |               |              |             | 0.475                       |              |              |             | 0.000                           |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.327              |                  |             | 0.327                 |              |               | 0.404                        |               |              |             | 0.405                       |              |              |             | 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: | 0.001 | Δv/c after mitigation: | -0.404 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                    |                  |             |                       |                |               |                              |                |              |                 |                             |              |                |              |                                 |              |              |             |
|----------------------------------------|---------------------|--------------------|------------------|-------------|-----------------------|----------------|---------------|------------------------------|----------------|--------------|-----------------|-----------------------------|--------------|----------------|--------------|---------------------------------|--------------|--------------|-------------|
| I/S #:                                 | North-South Street: | CARDIFF AVE.       | Year of Count:   | 2016        | Ambient Growth: (%):  | 1              | Conducted by: |                              | Date:          | 12/16/2016   |                 |                             |              |                |              |                                 |              |              |             |
| 5                                      | East-West Street:   | CULVER BLVD.       | Projection Year: | 2020        | Peak Hour:            | PM             | Reviewed by:  | HS                           | Project:       |              |                 |                             |              |                |              |                                 |              |              |             |
| No. of Phases                          |                     | 2                  | 2                |             | 2                     |                | 2             |                              | 2              |              |                 |                             |              |                |              |                                 |              |              |             |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                     | 0                  | 0                |             | 0                     |                | 0             |                              | 0              |              |                 |                             |              |                |              |                                 |              |              |             |
| Right Turns: FREE-1, NRTC-2 or OLA-3?  |                     | 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  |              |                 |                             |              |                |              |                                 |              |              |             |
| Override Capacity                      |                     | 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                | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 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           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Right               | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
| SOUTHBOUND                             | Left-Through-Right  | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left-Right          | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left                | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left-Through        | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Through             | 82                 | 1                | 40          | 0                     | 82             | 40            | 0                            | 85             | 1            | 42              | 0                           | 85           | 1              | 41           | 0                               | 85           | 0            | 0           |
| EASTBOUND                              | Through-Right       | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 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  | 84                 | 1                | 84          | 1                     | 85             | 85            | 0                            | 87             | 1            | 87              | 1                           | 88           | 1              | 88           | 0                               | 88           | 0            | 0           |
|                                        | Left-Right          | 1920               | 3                | 640         | 18                    | 1938           | 646           | 199                          | 2197           | 3            | 732             | 18                          | 2215         | 3              | 738          | 0                               | 2215         | 0            | 0           |
|                                        | Through             | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
| WESTBOUND                              | Left-Through-Right  | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left-Right          | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
|                                        | Left                | 1166               | 2                | 418         | 3                     | 1169           | 419           | 271                          | 1484           | 2            | 525             | 3                           | 1487         | 2              | 526          | 0                               | 1487         | 0            | 0           |
|                                        | Through             | 87                 | 1                | 87          | 0                     | 87             | 87            | 0                            | 91             | 1            | 91              | 0                           | 91           | 1              | 91           | 0                               | 91           | 0            | 0           |
|                                        | Through-Right       | 0                  | 0                | 0           | 0                     | 0              | 0             | 0                            | 0              | 0            | 0               | 0                           | 0            | 0              | 0            | 0                               | 0            | 0            | 0           |
| CRITICAL VOLUMES                       |                     | North-South: 40    | East-West: 640   | SUM: 680    | North-South: 40       | East-West: 646 | SUM: 686      | North-South: 42              | East-West: 732 | SUM: 774     | North-South: 41 | East-West: 738              | SUM: 779     | North-South: 0 | East-West: 0 | SUM: 0                          | 0            | 0            | 0           |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.453              |                  |             | 0.457                 |                |               | 0.516                        |                |              | 0.519           |                             |              | 0.000          |              |                                 |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.383              |                  |             | 0.387                 |                |               | 0.446                        |                |              | 0.449           |                             |              | 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: | 0.003 | Δv/c after mitigation: | -0.446 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                 |                    | North-South Street: MAIN ST.                    |              |             | Year of Count: 2016                             |              |             | Ambient Growth: (%): 1                           |              |              |             | Conducted by:                                    |              | Date: 12/16/2016 |             |                                          |              |              |             |
|----------------------------------------|--------------------|-------------------------------------------------|--------------|-------------|-------------------------------------------------|--------------|-------------|--------------------------------------------------|--------------|--------------|-------------|--------------------------------------------------|--------------|------------------|-------------|------------------------------------------|--------------|--------------|-------------|
| 6                                      |                    | East-West Street: CULVER BLVD.                  |              |             | Projection Year: 2020                           |              |             | Peak Hour: AM                                    |              |              |             | Reviewed by:                                     |              | Project:         |             |                                          |              |              |             |
| No. of Phases                          |                    | 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? |                    | 0                                               |              |             | 0                                               |              |             | 0                                                |              |              |             | 0                                                |              | 0                |             |                                          |              |              |             |
| 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               | 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 |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Left-Right         |                                                 |              |             |                                                 |              |             |                                                  |              |              |             |                                                  |              |                  |             |                                          |              |              |             |
| SOUTHBOUND                             | Left               | 105                                             | 1            | 105         | 0                                               | 105          | 105         | 0                                                | 109          | 1            | 109         | 0                                                | 109          | 1                | 109         |                                          | 109          |              | 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              | 215                                             | 1            | 83          | 4                                               | 219          | 87          | 0                                                | 224          | 1            | 87          | 4                                                | 228          | 1                | 91          |                                          | 228          |              | 0           |
|                                        | Left-Through-Right |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Left-Right         |                                                 |              |             |                                                 |              |             |                                                  |              |              |             |                                                  |              |                  |             |                                          |              |              |             |
| EASTBOUND                              | Left               | 264                                             | 1            | 264         | 0                                               | 264          | 264         | 0                                                | 275          | 1            | 275         | 0                                                | 275          | 1                | 275         |                                          | 275          |              | 0           |
|                                        | Left-Through       |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Through            | 1434                                            | 3            | 478         | 1                                               | 1435         | 478         | 278                                              | 1770         | 3            | 590         | 1                                                | 1771         | 3                | 590         |                                          | 1771         |              | 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 |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Left-Right         |                                                 |              |             |                                                 |              |             |                                                  |              |              |             |                                                  |              |                  |             |                                          |              |              |             |
| WESTBOUND                              | 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            | 1265                                            | 2            | 633         | 22                                              | 1287         | 644         | 174                                              | 1490         | 2            | 745         | 22                                               | 1512         | 2                | 756         |                                          | 1512         |              | 0           |
|                                        | Through-Right      |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Right              | 105                                             | 1            | 53          | 0                                               | 105          | 53          | 4                                                | 113          | 1            | 59          | 0                                                | 113          | 1                | 59          |                                          | 113          |              | 0           |
|                                        | Left-Through-Right |                                                 | 0            |             |                                                 |              |             |                                                  |              | 0            |             |                                                  |              | 0                |             |                                          |              |              |             |
|                                        | Left-Right         |                                                 |              |             |                                                 |              |             |                                                  |              |              |             |                                                  |              |                  |             |                                          |              |              |             |
| CRITICAL VOLUMES                       |                    | North-South: 105<br>East-West: 897<br>SUM: 1002 |              |             | North-South: 105<br>East-West: 908<br>SUM: 1013 |              |             | North-South: 109<br>East-West: 1020<br>SUM: 1129 |              |              |             | North-South: 109<br>East-West: 1031<br>SUM: 1140 |              |                  |             | North-South: 0<br>East-West: 0<br>SUM: 0 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:           |                    | 0.703                                           |              |             | 0.711                                           |              |             | 0.792                                            |              |              |             | 0.800                                            |              |                  |             | 0.000                                    |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                    | 0.633                                           |              |             | 0.641                                           |              |             | 0.722                                            |              |              |             | 0.730                                            |              |                  |             | 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: | 0.008 | Δv/c after mitigation: | -0.722 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                                                |              |             |                                                |              |             |                                                 |              |              |               |                                                 |              |              |             |                                          |              |              |             |  |
|----------------------------------------|---------------------|------------------------------------------------|--------------|-------------|------------------------------------------------|--------------|-------------|-------------------------------------------------|--------------|--------------|---------------|-------------------------------------------------|--------------|--------------|-------------|------------------------------------------|--------------|--------------|-------------|--|
| I/S #:                                 | North-South Street: | MAIN ST.                                       |              |             | Year of Count:                                 | 2016         |             | Ambient Growth: (%):                            | 1            |              | Conducted by: |                                                 |              |              |             | Date:                                    | 12/16/2016   |              |             |  |
| 6                                      | East-West Street:   | CULVER BLVD.                                   |              |             | Projection Year:                               | 2020         |             | Peak Hour:                                      | PM           |              | Reviewed by:  | HS                                              |              |              |             | Project:                                 |              |              |             |  |
| No. of Phases                          |                     | 3                                              |              |             | 3                                              |              | 3           |                                                 | 3            |              | 3             |                                                 | 3            |              | 3           |                                          | 3            |              |             |  |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                     | 0                                              |              |             | 0                                              |              | 0           |                                                 | 0            |              | 0             |                                                 | 0            |              | 0           |                                          | 0            |              |             |  |
| Right Turns: FREE-1, NRTC-2 or OLA-3?  |                     | 0                                              |              |             | 0                                              |              | 0           |                                                 | 0            |              | 0             |                                                 | 0            |              | 0           |                                          | 0            |              |             |  |
| ATSAC-1 or ATSAC+ATCS-2?               |                     | 1                                              |              |             | 1                                              |              | 1           |                                                 | 1            |              | 1             |                                                 | 1            |              | 1           |                                          | 1            |              |             |  |
| Override Capacity                      |                     | 0                                              |              |             | 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            |             |  |
|                                        | Left-Through        | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Through             | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Through-Right       | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Right               | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
| SOUTHBOUND                             | Left-Through-Right  | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Left                | 218                                            | 1            | 218         | 0                                              | 218          | 218         | 0                                               | 227          | 1            | 227           | 0                                               | 227          | 1            | 227         | 0                                        | 227          | 0            |             |  |
|                                        | Left-Through        | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Through             | 195                                            | 1            | 122         | 0                                              | 195          | 120         | -1                                              | 202          | 1            | 126           | 0                                               | 202          | 1            | 124         | 0                                        | 202          | 0            |             |  |
|                                        | Through-Right       | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
| EASTBOUND                              | Left-Through-Right  | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Left                | 147                                            | 1            | 147         | 3                                              | 150          | 150         | 0                                               | 153          | 1            | 153           | 3                                               | 156          | 1            | 156         | 0                                        | 156          | 0            |             |  |
|                                        | Left-Through        | 1792                                           | 3            | 597         | 15                                             | 1807         | 602         | 199                                             | 2064         | 3            | 688           | 15                                              | 2079         | 3            | 693         | 0                                        | 2079         | 0            |             |  |
|                                        | Through             | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Through-Right       | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
| WESTBOUND                              | Left-Through-Right  | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Left                | 1084                                           | 2            | 542         | 3                                              | 1087         | 544         | 272                                             | 1400         | 2            | 700           | 3                                               | 1403         | 2            | 702         | 0                                        | 1403         | 0            |             |  |
|                                        | Left-Through        | 69                                             | 1            | 0           | 0                                              | 69           | 0           | 5                                               | 77           | 1            | 0             | 0                                               | 77           | 1            | 0           | 0                                        | 77           | 0            |             |  |
|                                        | Through             | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
|                                        | Through-Right       | 0                                              | 0            | 0           | 0                                              | 0            | 0           | 0                                               | 0            | 0            | 0             | 0                                               | 0            | 0            | 0           | 0                                        | 0            | 0            |             |  |
| CRITICAL VOLUMES                       |                     | North-South: 218<br>East-West: 689<br>SUM: 907 |              |             | North-South: 218<br>East-West: 694<br>SUM: 912 |              |             | North-South: 227<br>East-West: 853<br>SUM: 1080 |              |              |               | North-South: 227<br>East-West: 858<br>SUM: 1085 |              |              |             | North-South: 0<br>East-West: 0<br>SUM: 0 |              |              |             |  |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.636                                          |              |             | 0.640                                          |              |             | 0.758                                           |              |              |               | 0.761                                           |              |              |             | 0.000                                    |              |              |             |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.566                                          |              |             | 0.570                                          |              |             | 0.688                                           |              |              |               | 0.691                                           |              |              |             | 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: | 0.003 | Δv/c after mitigation: | -0.688 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                          |                    | North-South Street:                    |              |             | CANFIELD AVE./WASHINGTON BLVD. |              |             | Year of Count:               |              |              | 2016          |                             | Ambient Growth: (%) |               |             | 1                               |               | Conducted by: |             |               |  | Date:    |   | 12/16/2016 |  |
|---------------------------------|--------------------|----------------------------------------|--------------|-------------|--------------------------------|--------------|-------------|------------------------------|--------------|--------------|---------------|-----------------------------|---------------------|---------------|-------------|---------------------------------|---------------|---------------|-------------|---------------|--|----------|---|------------|--|
| 7                               |                    | East-West Street:                      |              |             | CULVER 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? |              |             | 1                              |              |             | 1                            |              |              | 1             |                             |                     | 1             |             |                                 | 1             |               |             | 1             |  |          | 1 |            |  |
|                                 |                    | 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             |  |          | 1 |            |  |
|                                 |                    | 0                                      |              |             | 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               | 1098                                   | 1            | 578         | 9                              | 1107         | 583         | 35                           | 1178         | 1            | 620           | 9                           | 1187                | 1             | 624         | 1187                            |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through       |                                        | 1            |             |                                |              |             |                              |              | 1            |               |                             |                     | 1             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Through            | 58                                     | 0            | 578         | 0                              | 58           | 583         | 1                            | 61           | 0            | 620           | 0                           | 61                  | 0             | 624         | 61                              |               |               | 0           |               |  |          |   |            |  |
|                                 | Through-Right      |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Right              | 51                                     | 1            | 28          | 0                              | 51           | 28          | 8                            | 61           | 1            | 6             | 0                           | 61                  | 1             | 6           | 61                              |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through-Right |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Left-Right         |                                        |              |             |                                |              |             |                              |              |              |               |                             |                     |               |             |                                 |               |               |             |               |  |          |   |            |  |
| SOUTHBOUND                      | 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           |               |  |          |   |            |  |
|                                 | Through-Right      |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Right              | 13                                     | 1            | 2           | 0                              | 13           | 2           | 0                            | 14           | 1            | 2             | 0                           | 14                  | 1             | 2           | 14                              |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through-Right |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Left-Right         |                                        |              |             |                                |              |             |                              |              |              |               |                             |                     |               |             |                                 |               |               |             |               |  |          |   |            |  |
| EASTBOUND                       | Left               | 22                                     | 1            | 22          | 0                              | 22           | 22          | 1                            | 24           | 1            | 24            | 0                           | 24                  | 1             | 24          | 24                              |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through       |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Through            | 766                                    | 2            | 383         | 1                              | 767          | 384         | 174                          | 971          | 2            | 486           | 1                           | 972                 | 2             | 486         | 972                             |               |               | 0           |               |  |          |   |            |  |
|                                 | Through-Right      |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Right              | 729                                    | 2            | 112         | 1                              | 730          | 111         | 102                          | 861          | 2            | 164           | 1                           | 862                 | 2             | 162         | 862                             |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through-Right |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Left-Right         |                                        |              |             |                                |              |             |                              |              |              |               |                             |                     |               |             |                                 |               |               |             |               |  |          |   |            |  |
| WESTBOUND                       | Left               | 46                                     | 1            | 46          | 0                              | 46           | 46          | 63                           | 111          | 1            | 111           | 0                           | 111                 | 1             | 111         | 111                             |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through       |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Through            | 284                                    | 1            | 145         | 12                             | 296          | 151         | 142                          | 438          | 1            | 222           | 12                          | 450                 | 1             | 228         | 450                             |               |               | 0           |               |  |          |   |            |  |
|                                 | Through-Right      |                                        | 1            |             |                                |              |             |                              |              | 1            |               |                             |                     | 1             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Right              | 6                                      | 0            | 6           | 0                              | 6            | 6           | 0                            | 6            | 0            | 6             | 0                           | 6                   | 0             | 6           | 6                               |               |               | 0           |               |  |          |   |            |  |
|                                 | Left-Through-Right |                                        | 0            |             |                                |              |             |                              |              | 0            |               |                             |                     | 0             |             |                                 |               |               |             |               |  |          |   |            |  |
|                                 | Left-Right         |                                        |              |             |                                |              |             |                              |              |              |               |                             |                     |               |             |                                 |               |               |             |               |  |          |   |            |  |
| CRITICAL VOLUMES                |                    | North-South:                           |              | 580         | North-South:                   |              | 585         | North-South:                 |              | 622          | North-South:  |                             | 626                 | North-South:  |             | 626                             | North-South:  |               | 0           |               |  |          |   |            |  |
|                                 |                    | East-West:                             |              | 429         | East-West:                     |              | 430         | East-West:                   |              | 597          | East-West:    |                             | 597                 | East-West:    |             | 597                             | East-West:    |               | 0           |               |  |          |   |            |  |
|                                 |                    | SUM:                                   |              | 1009        | SUM:                           |              | 1015        | SUM:                         |              | 1219         | SUM:          |                             | 1223                | SUM:          |             | 1223                            | SUM:          |               | 0           |               |  |          |   |            |  |
| VOLUME/CAPACITY (V/C) RATIO:    |                    |                                        |              | 0.734       |                                |              | 0.738       |                              |              | 0.887        |               |                             | 0.889               |               |             | 0.889                           |               |               | 0.000       |               |  |          |   |            |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT: |                    |                                        |              | 0.664       |                                |              | 0.668       |                              |              | 0.817        |               |                             | 0.819               |               |             | 0.819                           |               |               | 0.000       |               |  |          |   |            |  |
| LEVEL OF SERVICE (LOS):         |                    |                                        |              | B           |                                |              | B           |                              |              | D            |               |                             | D                   |               |             | D                               |               |               | A           |               |  |          |   |            |  |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | -0.817 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |

# Level of Service Worksheet (Circular 212 Method)



| I/S #:                                                                                                                                             |                    | North-South Street: |              |             | CANFIELD AVE./WASHINGTON BLVD. |              |             | Year of Count:               |              |              | 2016        |                             | Ambient Growth: (%) |              |             | 1                               |              | Conducted by: |             |              |   | Date:    |       | 12/16/2016 |  |              |  |       |      |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------|--------------|-------------|--------------------------------|--------------|-------------|------------------------------|--------------|--------------|-------------|-----------------------------|---------------------|--------------|-------------|---------------------------------|--------------|---------------|-------------|--------------|---|----------|-------|------------|--|--------------|--|-------|------|--|--|
| 7                                                                                                                                                  |                    | East-West Street:   |              |             | CULVER BLVD.                   |              |             | Projection Year:             |              |              | 2020        |                             | Peak Hour:          |              |             | PM                              |              | Reviewed by:  |             | HS           |   | Project: |       |            |  |              |  |       |      |  |  |
| No. of Phases<br>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?<br>Right Turns: FREE-1, NRTOR-2 or OLA-3?<br>ATSAC-1 or ATSAC+ATCS-2?<br>Override Capacity |                    |                     |              |             | 4                              |              |             |                              |              |              | 4           |                             |                     |              |             | 4                               |              |               |             |              | 4 |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    |                    | NB--                |              |             | 0                              |              |             | SB--                         |              |              | 0           |                             |                     | NB--         |             |                                 | 0            |               |             | SB--         |   |          | 0     |            |  | NB--         |  |       | SB-- |  |  |
|                                                                                                                                                    |                    | EB--                |              |             | 0                              |              |             | WB--                         |              |              | 0           |                             |                     | EB--         |             |                                 | 0            |               |             | WB--         |   |          | 0     |            |  | EB--         |  |       | WB-- |  |  |
|                                                                                                                                                    |                    |                     |              |             | 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               | 791                 | 1            | 409         | 1                              | 792          | 410         | 108                          | 931          | 1            | 480         | 1                           | 932                 | 1            | 480         |                                 | 932          |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Through       |                     | 1            |             |                                |              |             |                              |              | 1            |             |                             |                     | 1            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Through            | 27                  | 0            | 409         | 0                              | 27           | 410         | 0                            | 28           | 0            | 480         | 0                           | 28                  | 0            | 480         |                                 | 28           |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Through-Right      |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Right              | 78                  | 1            | 59          | 0                              | 78           | 59          | 59                           | 140          | 1            | 114         | 0                           | 140                 | 1            | 114         |                                 | 140          |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
| SOUTHBOUND                                                                                                                                         | Left-Through-Right |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Right         |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | 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           |              |   |          |       |            |  |              |  |       |      |  |  |
| EASTBOUND                                                                                                                                          | Through-Right      |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Right              | 49                  | 1            | 37          | 0                              | 49           | 37          | 1                            | 52           | 1            | 39          | 0                           | 52                  | 1            | 39          |                                 | 52           |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Through-Right |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Right         |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left               | 25                  | 1            | 25          | 0                              | 25           | 25          | 0                            | 26           | 1            | 26          | 0                           | 26                  | 1            | 26          |                                 | 26           |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
| WESTBOUND                                                                                                                                          | Left-Through       |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Through            | 808                 | 2            | 404         | 9                              | 817          | 409         | 147                          | 988          | 2            | 494         | 9                           | 997                 | 2            | 499         |                                 | 997          |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Through-Right      |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Right              | 1156                | 2            | 432         | 7                              | 1163         | 435         | 51                           | 1254         | 2            | 450         | 7                           | 1261                | 2            | 454         |                                 | 1261         |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Through-Right |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
| CRITICAL VOLUMES                                                                                                                                   | Left-Through-Right |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Right         |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left               | 38                  | 1            | 38          | 0                              | 38           | 38          | 12                           | 52           | 1            | 52          | 0                           | 52                  | 1            | 52          |                                 | 52           |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Through       |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Through            | 313                 | 1            | 163         | 1                              | 314          | 163         | 168                          | 494          | 1            | 253         | 1                           | 495                 | 1            | 254         |                                 | 495          |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
| VOLUME/CAPACITY (V/C) RATIO:<br>V/C LESS ATSAC/ATCS ADJUSTMENT:<br>LEVEL OF SERVICE (LOS):                                                         | Through-Right      |                     | 1            |             |                                |              |             |                              |              | 1            |             |                             |                     | 1            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Right              | 12                  | 0            | 12          | 0                              | 12           | 12          | 0                            | 12           | 0            | 12          | 0                           | 12                  | 0            | 12          |                                 | 12           |               | 0           |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Through-Right |                     | 0            |             |                                |              |             |                              |              | 0            |             |                             |                     | 0            |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left-Right         |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
|                                                                                                                                                    | Left               |                     |              |             |                                |              |             |                              |              |              |             |                             |                     |              |             |                                 |              |               |             |              |   |          |       |            |  |              |  |       |      |  |  |
| CRITICAL VOLUMES                                                                                                                                   |                    | North-South:        |              |             | 446                            |              |             | North-South:                 |              |              | 447         |                             |                     | North-South: |             |                                 | 519          |               |             | North-South: |   |          | 519   |            |  | North-South: |  | 0     |      |  |  |
|                                                                                                                                                    |                    | East-West:          |              |             | 470                            |              |             | East-West:                   |              |              | 473         |                             |                     | East-West:   |             |                                 | 546          |               |             | East-West:   |   |          | 551   |            |  | East-West:   |  | 0     |      |  |  |
|                                                                                                                                                    |                    | SUM:                |              |             | 916                            |              |             | SUM:                         |              |              | 920         |                             |                     | SUM:         |             |                                 | 1065         |               |             | SUM:         |   |          | 1070  |            |  | SUM:         |  | 0     |      |  |  |
| VOLUME/CAPACITY (V/C) RATIO:                                                                                                                       |                    |                     |              |             | 0.666                          |              |             |                              |              |              | 0.669       |                             |                     |              |             |                                 | 0.775        |               |             |              |   |          | 0.778 |            |  |              |  | 0.000 |      |  |  |
| V/C LESS ATSAC/ATCS ADJUSTMENT:                                                                                                                    |                    |                     |              |             | 0.596                          |              |             |                              |              |              | 0.599       |                             |                     |              |             |                                 | 0.705        |               |             |              |   |          | 0.708 |            |  |              |  | 0.000 |      |  |  |
| LEVEL OF SERVICE (LOS):                                                                                                                            |                    |                     |              |             | A                              |              |             |                              |              |              | A           |                             |                     |              |             |                                 | C            |               |             |              |   |          | C     |            |  |              |  | A     |      |  |  |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                        |        |
|-------------------------------|-------|------------------------|--------|
| Change in v/c due to project: | 0.003 | Δv/c after mitigation: | -0.705 |
| Significant impacted?         | NO    | Fully mitigated?       | N/A    |