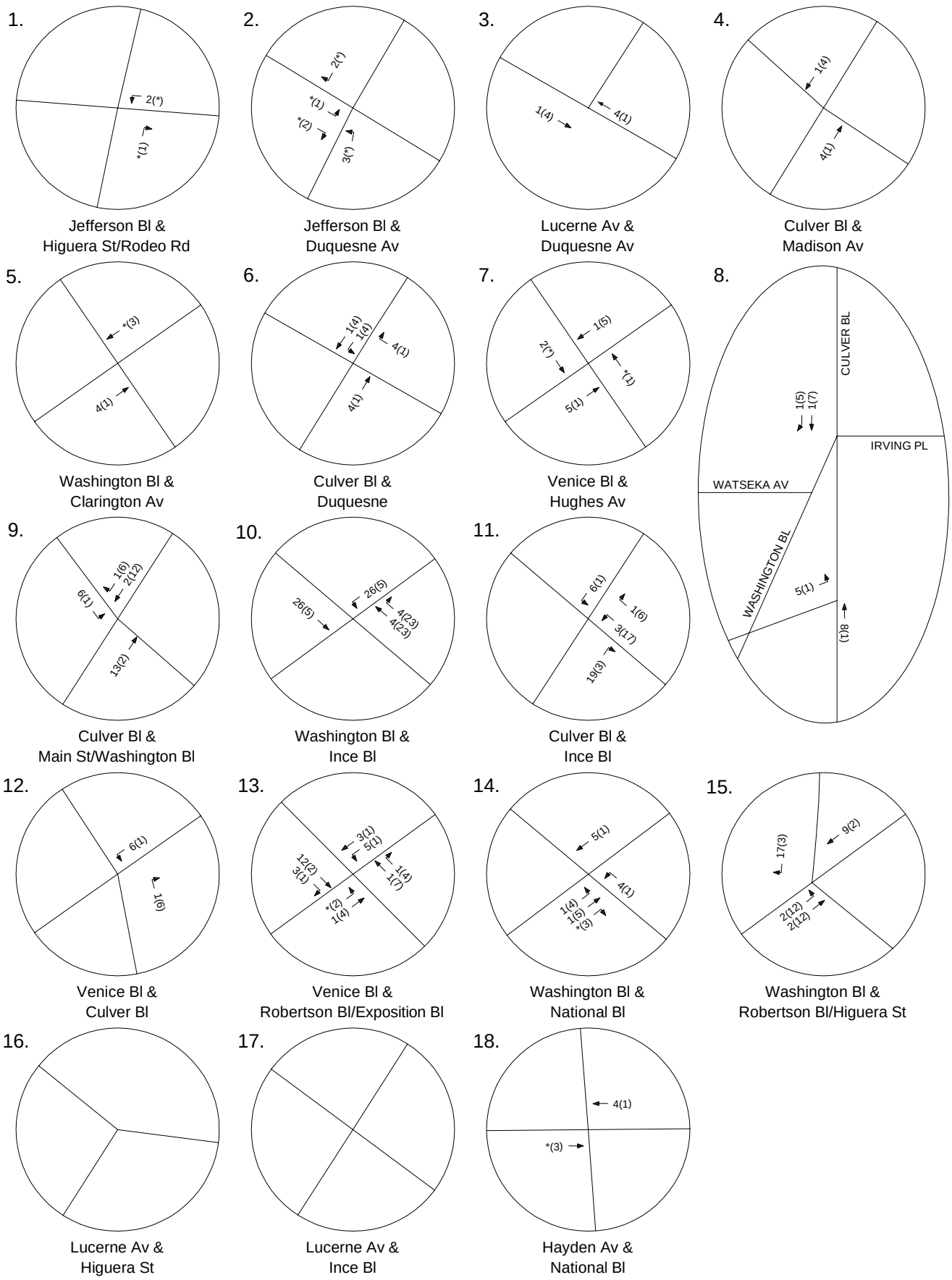
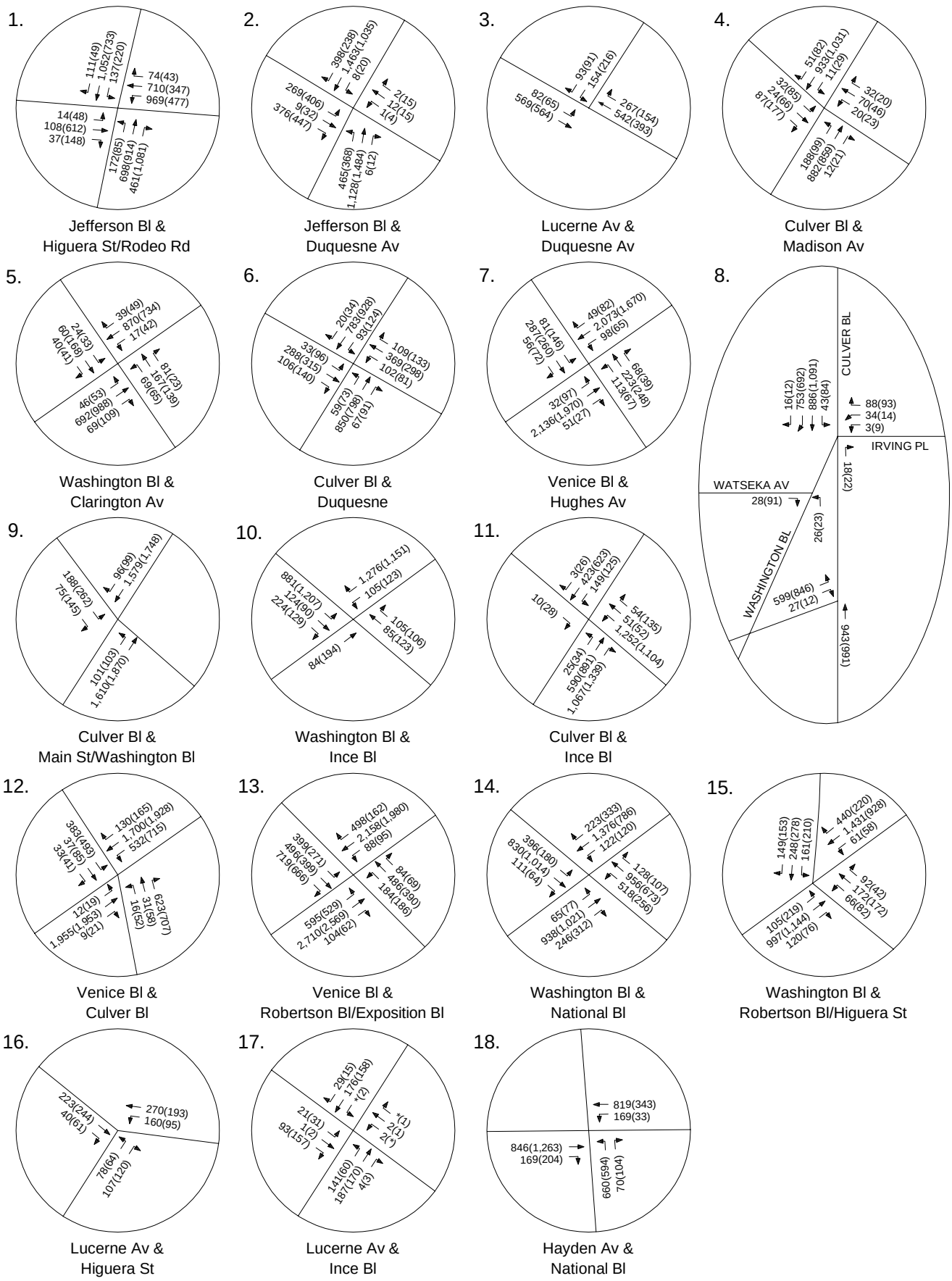


KAKU ASSOCIATES

FIGURE 8
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



KAKU ASSOCIATES

FIGURE 9
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

The traffic impact analysis compares the projected levels of service at each study intersection under the cumulative base and cumulative plus project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by Culver City.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The significant impact criteria for the City of Culver City and the City of Los Angeles are described below.

City of Culver City

The City of Culver City has established threshold criteria used to determine if a project has a significant traffic impact at an intersection. According to the city's criteria, a project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	**V/C Ratio**	
D	0.801 to 0.900	Equal to or greater than 0.040
E, F	0.901 or more	Equal to or greater than 0.020

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS D after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection is operating at LOS E or F after the addition of project

traffic and the incremental change in the V/C ratio is 0.020 or greater, however, the project would be considered to have a significant impact at this location.

City of Los Angeles

LADOT has established threshold criteria to determine whether a project has a significant traffic impact at a specific location. This study analyzes Los Angeles intersections pursuant to these criteria. Under the LADOT standard, a project impact would be considered significant if the following conditions are met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	**V/C Ratio**	
C	0.701 - 0.800	Equal to or greater than 0.040
D	0.801 - 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

CUMULATIVE BASE TRAFFIC CONDITIONS

The year 2007 cumulative base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 7 summarizes the future levels of service. As indicated in Table 7, poor operating conditions (LOS E or F) are projected at six of the 18 study intersections during at least one of the analyzed peak hours. The intersections projected to operate at poor levels of service under future year 2007 cumulative base conditions during one or both of the analyzed peak periods include the following:

- Jefferson Boulevard and Rodeo Road and Higuera Street
- Jefferson Boulevard and Duquesne Avenue
- Duquesne Avenue and Lucerne Avenue
- Culver Boulevard and Ince Boulevard
- Venice Boulevard and Robertson Boulevard and Exposition Boulevard
- Washington Boulevard and National Boulevard

TABLE 7
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE CONDITIONS (YEAR 2007)

No.	Intersection	Peak Hour	Cumulative Base		Cumulative plus Project		Project Increase in V/C	Significant Project Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1.	Jefferson Boulevard & Higuera Street & Rodeo Road [a]	A.M.	0.928	E	0.928	E	0.000	No
		P.M.	0.804	D	0.804	D	0.000	No
2.	Jefferson Boulevard & Duquesne Avenue [a]	A.M.	1.018	F	1.020	F	0.002	No
		P.M.	0.884	D	0.885	D	0.001	No
3.	Duquesne Avenue & Lucerne Avenue [b]	A.M.	44.1	E	44.8	E		
		P.M.	36.0	E	36.9	E		
		A.M.	1.037		1.040		0.003	No
		P.M.	1.003		1.010		0.007	No
4.	Culver Boulevard & Madison Avenue [a]	A.M.	0.535	A	0.536	A	0.001	No
		P.M.	0.522	A	0.523	A	0.001	No
5.	Washington Boulevard & Clarington Avenue & Madison Avenue [a]	A.M.	0.450	A	0.450	A	0.000	No
		P.M.	0.571	A	0.571	A	0.000	No
6.	Culver Boulevard & Duquesne Avenue [a]	A.M.	0.625	B	0.627	B	0.002	No
		P.M.	0.629	B	0.632	B	0.003	No
7.	Venice Boulevard & Hughes Avenue [a]	A.M.	0.825	D	0.828	D	0.003	No
		P.M.	0.774	C	0.775	C	0.001	No
8.	Culver Boulevard & Washington Boulevard & Watseka Avenue & Irving Place [a]	A.M.	0.636	B	0.638	B	0.002	No
		P.M.	0.817	D	0.819	D	0.002	No
9.	Culver Boulevard & Washington Boulevard & Main Street [a]	A.M.	0.555	A	0.560	A	0.005	No
		P.M.	0.638	B	0.643	B	0.005	No
10.	Washington Boulevard & Ince Boulevard [a]	A.M.	0.709	C	0.718	C	0.009	No
		P.M.	0.756	C	0.771	C	0.015	No
11.	Culver Boulevard & Ince Boulevard	A.M.	1.038	F	1.047	F	0.009	No
		P.M.	1.087	F	1.095	F	0.008	No
12.	Venice Boulevard & Culver Boulevard [a]	A.M.	0.701	C	0.702	C	0.001	No
		P.M.	0.843	D	0.843	D	0.000	No
13.	Venice Boulevard & Robertson Boulevard & Exposition Boulevard	A.M.	1.268	F	1.271	F	0.003	No
		P.M.	1.139	F	1.142	F	0.003	No
14.	Washington Boulevard & National Boulevard [a]	A.M.	0.993	E	0.997	E	0.004	No
		P.M.	0.860	D	0.861	D	0.001	No
15.	Washington Boulevard & Robertson Boulevard & Higuera Street [a]	A.M.	0.872	D	0.877	D	0.005	No
		P.M.	0.742	C	0.751	C	0.009	No
16.	Higuera Street & Lucerne Avenue [b]	A.M.	12.0	B	12.0	B		
		P.M.	10.3	B	10.3	B		
		A.M.	0.581		0.581		0.000	No
		P.M.	0.400		0.400		0.000	No
17.	Ince Boulevard & Lucerne Avenue [b]	A.M.	9.9	A	9.9	A		
		P.M.	9.2	A	9.2	A		
		A.M.	0.431		0.431		0.000	No
		P.M.	0.313		0.313		0.000	No
18.	Hayden Avenue & National Boulevard [a]	A.M.	0.738	C	0.738	C	0.000	No
		P.M.	0.782	C	0.782	C	0.000	No

Notes:

[a] Intersection is currently operating under the LADOT ATSAC system.

[b] Intersection is controlled by stop sign(s). The top rows show analysis using Highway Capacity Manual stop-controlled methodology, for the purpose of evaluating the operating condition of the intersection, average vehicular delay in seconds is reported rather than V/C ratio. The bottom rows show analysis using the ICU methodology, for the purpose of application of County of Los Angeles significance criteria, V/C ratio is reported.

CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

The resulting cumulative plus project peak hour traffic volumes illustrated in Figure 9 were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. Under current conditions, the trips generated by Building J park offsite. When the project buildout is completed, these trips would be routed back to the project site and hence the trip generation and assignment represents a more conservative analysis.

The results of the cumulative plus project analysis, which are presented in Table 7, indicate that poor operating conditions (LOS E or F) are projected at six of the 18 study intersections during at least one of the analyzed peak hours. The intersections projected to operate at poor levels of service (LOS E or F) under future year 2007 cumulative plus project conditions during one or both of the analyzed peak periods include the following:

- Jefferson Boulevard and Rodeo Road and Higuera Street
- Jefferson Boulevard and Duquesne Avenue
- Duquesne Avenue and Lucerne Avenue
- Culver Boulevard and Ince Boulevard
- Venice Boulevard and Robertson Boulevard and Exposition Boulevard
- Washington Boulevard and National Boulevard

NEIGHBORHOOD STREET SEGMENT ANALYSIS

When the project trip distribution was determined for the project, it was agreed in consultation with City of Culver City staff that the impact of project trips on residential neighborhoods would be minimized. The Studios, in coordination with the City of Culver City, have agreed to implement measures in order to accomplish the aforementioned objective. These measures are described in greater detail in the project mitigation section of this report

As a result of these measures, no new trips associated with the proposed project were routed through the adjacent residential neighborhood. Thus the project would not create a significant traffic impact in any of the residential neighborhoods adjacent to the project site. In addition, the

Studios have agreed to implement a traffic-monitoring program that is described later in this chapter.

PROJECT IMPACTS

Using the City of Culver City's criteria for determining the significance of the project traffic impacts, it was determined that the proposed project would not have a significant traffic impact at any of the analyzed intersections and street segments in Culver City. Based on the City of Los Angeles' significance criteria, no significant impacts were identified at the analyzed intersections in the City of Los Angeles.

TRAFFIC IMPROVEMENT MEASURES

The traffic impact analysis determined that the proposed development would not generate significant traffic impacts at any of the analyzed intersections in the study under cumulative plus project conditions. Therefore no project-related traffic mitigation measures at the analyzed intersections would be necessary. The project will, however, implement some improvements that will help traffic operation in the future.

Ince Boulevard Restriping

In order to improve operating conditions at the entry point to Gate 2, Culver City staff has requested that the southbound departure leg of Ince Boulevard directly outside of Gate 2 be restriped. The current lane configuration consists of one through lane, which is 21 feet wide. The width of this lane is sufficient to accommodate the proposed striping detailed below:

- One southbound departure through/right lane (11 feet wide)
- One southbound departure right-turn lane pocket into Gate 2 (10 feet wide)

The restriped departure lanes would help facilitate smoother operation of Gate 2. The two lanes would allow Ince Boulevard to continue to operate normally, while minimizing the potential for any through lane blockages.

Additional Traffic Signs

In discussions with Culver City Staff, it was agreed that all vehicles entering the Studio via Gates 2 and 3 would be via right-turn-in only. Also, vehicles leaving through Gates 2 and 3 would be via left-turn-out movements only. Culver Studios will work with the City to place "right in/left out only" street signage to help enforce the turn prohibitions. It is anticipated that these signs will be on the Studio property and/or on the City right-of-way.

In addition, the Studio will implement a public relations program that will inform all employees, vendors, tenants and visitors of the designated routes to and from the studios to help prevent vehicles using residential neighborhoods to access the site.

Traffic Monitoring Program

Culver Studios will implement a traffic monitoring program in order to ensure that employees, vendors, tenants and visitors to the studios are complying with the revised turn prohibitions. This program (implemented following each phase of construction) will consist of the following:

- Daily (24-hour) machine counts at two locations (1) Krueger Street east of Ince Boulevard and (2) Ince Boulevard north of Lucerne Avenue.
- 12-hour turning movement counts at the intersection of Krueger Street and Ince Boulevard.
- Driveway counts at the studio gates to determine how patrons of the studios are accessing and leaving the studios.

The aforementioned traffic monitoring will occur at the following intervals:

- Two weeks following completion of the construction phase

- One month from completion of the construction phase
- Quarterly for the next three years

It has been agreed with the City that if the traffic levels on the residential street segments included in this program increase by 15% or more (in traffic that can be attributable to Culver Studios), then access to Gate 3 will be restricted to trucks only.

V. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

This section presents an analysis of potential project impacts on the regional transportation system. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in *2004 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, June 2004). The Congestion Management Program (CMP) requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

SELECTION OF REGIONAL ANALYSIS LOCATIONS

The CMP guidelines require that the first issue addressed be the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

Selection of Arterial Monitoring Intersections for Analysis

The nearest CMP arterial monitoring intersections to the project site are the following:

- La Cienega Boulevard and Venice Boulevard (City of Los Angeles)
- La Cienega Boulevard and Jefferson Boulevard (City of Los Angeles)

- Overland Avenue and Venice Boulevard (City of Culver City)
- La Cienega Boulevard and Centinela Avenue (City of Los Angeles)
- La Cienega Boulevard and Stocker Street (County of Los Angeles)

Based on the project trip generation estimates and a review of the net project traffic volumes shown in Figure 7 and Figure 8, the proposed project is not expected to add more than 50 vehicles per hour (vph) to any of these intersections. Therefore, a detailed analysis of the aforementioned intersections was not required and there are no project impacts on these intersections.

Freeway Segment Analysis

Since the proposed project is not expected to generate 150 trips or more in either of the analyzed peak hours, no further analysis is required for the CMP mainline freeway monitoring locations.

CMP TRANSIT IMPACT ANALYSIS

Section B.8.4 of the CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidelines regarding the percentage of person trips assigned to public transit depending on the type of use (commercial versus residential) and the proximity to transit services. Since the project site is located within one-quarter mile of a designated CMP transit corridor, the CMP guidelines provide that approximately 7.0% of total person trips generated might use public transit to travel to and from the site.

As summarized previously in Table 6, the proposed project is estimated to generate approximately 409 daily net trips, 58 net a.m. peak hour trips, and 55 net p.m. peak hour trips. By applying the CMP guidelines described above (i.e., converting the vehicle trips to person trips by multiplying by a 1.4 AVR and assuming 7.0% transit use), the results indicate that the project

could add approximately six new transit person trips in the weekday a.m. peak hour and 6 new transit person trips in the weekday p.m. peak hour.

As discussed in Chapter II, the project site is served by a number of established public transit routes. These routes connect with other routes at the Fox Hills Transit Center, providing connectivity to public transit services throughout Los Angeles and potentially distributing project transit trips across numerous routes. Therefore, no significant project-related impacts on the regional transit system are anticipated.

VI. PROJECT ACCESS, INTERNAL CIRCULATION AND PARKING

This section presents a review of the project access, internal circulation, and parking availability.

PROJECT ACCESS AND INTERNAL CIRCULATION

The proposed project includes replacement of existing facilities with 49,500 sf of office production space and a new parking structure. The project site is bounded by Washington Boulevard to the west, Ince Boulevard to the north, Van Buren Place and single-family residential properties to the south and west in the downtown area of the City of Culver City. Culver Boulevard and Ince Boulevard would provide vehicular and pedestrian access for the proposed project. Parking would be provided in a new parking structure containing 200 parking spaces.

The project would continue to use the three existing active entry gates (Gates 1, 2 and 3) and modify the internal circulation system on the site. Gates 2 and 3 would provide primary access to the project site. Limited access to Gate 1 will be provided off Ince Boulevard. No project trips were assigned to Gate 1 as this gate was assumed closed to represent a worst-case scenario. It is anticipated that Gate 1 will not be closed in the future and studio traffic will continue to be use this entry/exit point. It is also assumed that Gate 4 on Van Buren Place would remain unchanged and would be used for emergency access only, as it is today. Entry and exit to the project site is anticipated to work well with no traffic conflicts or safety issues.

Entry/exit control would be as follows:

- Two entry lanes at Gate 2 and one entry lane at Gate 3.
- One exit lane at both gates.

Entry/Exit Gate Queuing Analysis

Gate queuing analysis was conducted for the proposed project taking into consideration estimated service capacities for the entry and exit controls. Table 8 presents the results of this analysis.

As shown in Table 8, Gate 2 has two entry lanes (one lane with no access control and one access-controlled lane) and Gate 3 has one controlled entry lane. The uncontrolled entry lane at Gate 2 is estimated to have a capacity of up to 1,000 vph (*Entrance-Exit Design and Control for Major Parking Facilities*, Crommelin, 1972) and the controlled lanes have an estimated capacity of approximately 75 to 100 vph (according to discussions with City staff).

Morning weekday peak hour year 2007 entry volumes are projected to be approximately 31 vehicles at Gate 2 and 20 vehicles at Gate 3. The entry queues that develop are not expected to exceed two vehicles per lane at Gate 2 and three vehicles per lane at Gate 3. According to the analysis, these queues are forecast to occur no more than 5% of the time.

Afternoon weekday peak hour year 2007 entry volumes are projected to be approximately five vehicles at Gate 2 and four vehicles at Gate 3. The entry queues that develop are not expected to exceed one vehicle per lane at Gates 2 and 3. According to the analysis, these queues are forecast to occur no more than 5% of the time.

The control booth entrance at Gate 2 is approximately 114 feet from Ince Boulevard and this location contains a controlled lane (employee access) of 12 feet in width and an uncontrolled lane (visitor access) of 11.5 feet in width.

As discussed in Chapter IV, the southbound departure on Ince Boulevard (at Gate 2) will be restriped to accommodate a dedicated right-turn lane into the studio and a through/right lane. This will facilitate improved access and operation at Gate 2.

The control booth entrance at Gate 3 is approximately 86 feet from Ince Boulevard and this location contains a controlled lane (employee/visitor access) of 12.5 feet in width.

TABLE 8
GATES ENTRY LANE QUEUING ANALYSIS

	A.M. PEAK HOUR			P.M. PEAK HOUR		
	Gate 2		Gate 3	Gate 2		Gate 3
	Employees	Visitors		Employees	Visitors	
PROJECT-GENERATED TRAFFIC						
Project Inbound Trips	21	10	20	3	2	4
Existing Inbound Trips (including trips rerouted from Gate 1)	86	23	43	22	11	19
Total Inbound Trips	107	33	63	25	13	23
GATE CONTROLS						
Control Lane Service Capacity						
Lane 1: Ticket Dispenser with gate (easy Direct Approach) / Direction-info needed (Gate 2 Visitors) [b]		75	100		75	100
Lane 2: Clear aisle, no control [c]	1,000		n/a	1,000		n/a
Traffic Intensity factor	0.107	0.440	0.630	0.025	0.173	0.230
Entry Queue per Lane (behind service position) *	1 vehicle	2 vehicles	3 vehicles	1 vehicle	1 vehicle	1 vehicle

Notes:
* Not exceeded more than 5 times in 100.
[a] From Trip Distribution
[b] Service capacities based on discussion with Culver City staff.
[c] Sources: *Entrance-Exit Design and Control for Major Parking Facilities* (Crommelin, 1972); Traffic Engineering Handbook, 4th Edition (Institute of Transportation Engineers, 1992).

Therefore, the anticipated entry queues at the Gates (as listed in Table 8) could be accommodated on the internal driveways at the Studios without backing up onto Ince Boulevard or Culver Boulevard. It should also be noted that Culver Studios intends to implement an automated gate pass system that will allow guards to process visitors more efficiently.

PARKING

Under the update to Comprehensive Plan #5, the total number of required vehicle spaces is 1051. The number of spaces that will be provided on site will be 751 (because of the shared parking agreement for live audiences and the 100 deferred parking spaces).

The existing land uses on site under the current comprehensive plan would require 976 spaces, with 676 to be provided on the site. Under the new Comprehensive Plan #5 parking ratios, the parking requirements based on the existing structures would be 921, with 621 provided on the site.

With the new Comprehensive Plan #5 buildout (new Building J), the total parking requirement will be 1051 spaces with 751 to be provided on the site. A more detailed breakdown of the parking requirements is provided in the Comprehensive Plan Amendment #5 documentation. In order to meet the new parking requirements, there will be a new 200-space parking structure built.

VII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed office production space development as part of the Culver Studios Comprehensive Plan Amendment #5 on the local street system. The following summarizes the results of this analysis:

- The project includes the demolition of existing Building J and its replacement with a new building with a total of 49,500 sf of office production space. The project also includes the construction of a new parking structure. The project would make improvements to the three existing active entry gates (Gates 1, 2 and 3) and modify the internal circulation system on the site. The project will also continue the limited truck use of Gate #4 as described in the Comprehensive Plan Amendment #5 appendix documentation. It is assumed that the gate on Van Buren Place and would be used for emergency access only, as it is today.

- A total of 18 intersections were analyzed within the study area for this project. Seventeen of the intersections currently operate at LOS D or better during both peak hours. The intersection of Venice Boulevard & Robertson Boulevard/Exposition Boulevard currently operates at LOS F during the morning peak hour and at LOS E during the afternoon peak hour.

- Because of the potential closure of Washington Boulevard adjacent to the project site, the future conditions were evaluated with the contemplated closure.

- Twelve of the 18 study intersections are projected to operate at an acceptable level of service (LOS D or better) during morning and evening peak hours in cumulative base conditions (year 2007). The other six intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours.

- Twelve of the 18 study intersections are projected to operate at an acceptable level of service (LOS D or better) during morning and evening peak hours in cumulative plus project conditions (year 2007). The other six intersections are projected to operate at LOS E or F during at least one of the analyzed peak hours.

- Analysis of projected cumulative plus project conditions indicates that the proposed project would not create any significant traffic impacts at any of the analyzed intersections.

- The project is also not expected to have a significant impact on any of the streets in the residential neighborhood adjacent to the site. The Studio will implement a public relations program that will inform all employees, vendors, tenants and visitors of the designated routes to and from the studios to help prevent vehicles using residential street to access the site.

- In order to prevent the project traffic from using the neighborhood streets, new traffic signs would be posted on Ince Boulevard and/or the Studio at Gates 2 and 3 to prevent right turns out of the site onto southbound Ince Boulevard. Access to both of these Gates would be via right-turn-in/left-turn-out only.

- Culver Studios would be required to implement a traffic monitoring program over a three-year period commencing after the first phase of construction. If there were more than a 15% increase in traffic at the monitoring locations, then the City would propose restricting access at Gate 3 to trucks only.

- Southbound Ince Boulevard would be restriped at Gate 2 to provide a through/right and a dedicated right-turn lane to provide better access to the site.

- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on CMP monitoring intersections or the mainline freeway system.

- The project location is well served by numerous established transit routes and project-related impacts on the regional transit system are not expected to be significant.

- Culver Boulevard and Ince Boulevard would provide vehicular and pedestrian access for the proposed project. With the inclusion of the proposed project the studios will provide a total of 751 parking spaces, which meets the City's code requirement.

REFERENCES

Congestion Management Program For Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.

Culver City Municipal Code, City of Culver City, August 2005.

Downtown Parcel B, Culver City Redevelopment Agency, http://www.ci.culver-city.ca.us/citygov/redevelop/proj_parcelb.html

Entrance-Exit Design and Control for Major Parking Facilities, Crommelin, 1972.

Highway Capacity Manual, Transportation Research Board, 2000.

Traffic Study for Expo Light Rail Transit, Kaku Associates, Inc., July 2005.

Traffic Study for Symantec Office Development Project, Kaku Associates, Inc., July 2004.

Traffic Study for the West Los Angeles College Facilities Master Plan, Kaku Associates, Inc., September 2004.

Transportation/Circulation and Parking Technical Report, Grand Central Creative Campus, Kaku Associates, Inc., June 2000.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

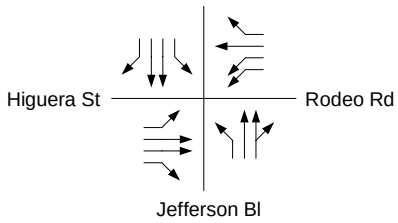
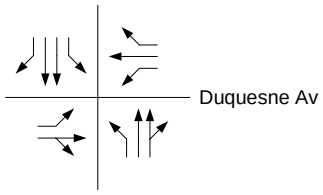
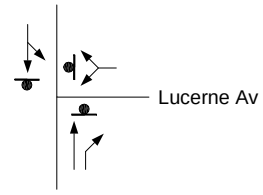
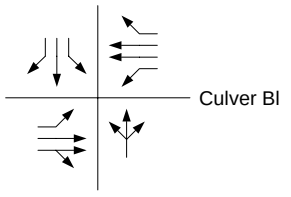
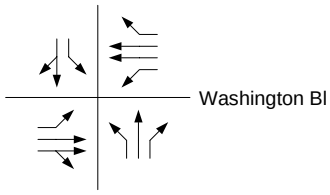
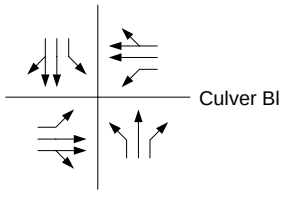
Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

Washington Boulevard Realignment Study, Katz, Okitsu & Associates, September 2005.

APPENDIX A

INTERSECTION LANE CONFIGURATIONS

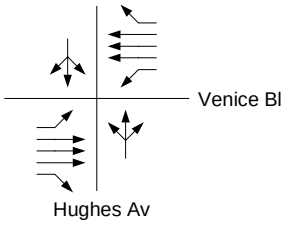
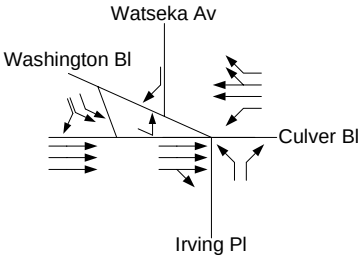
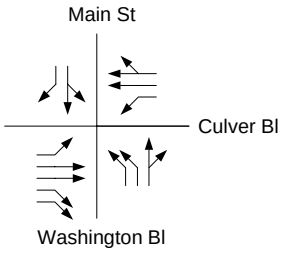
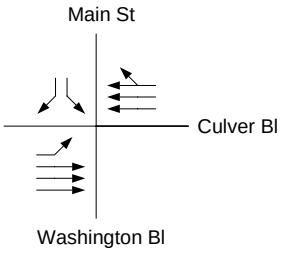
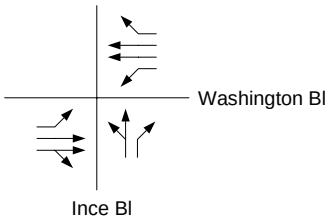
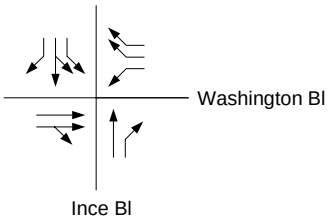
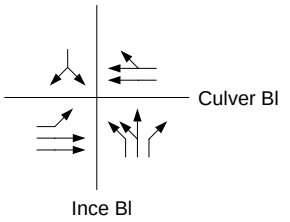
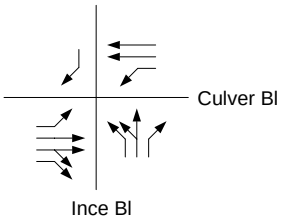
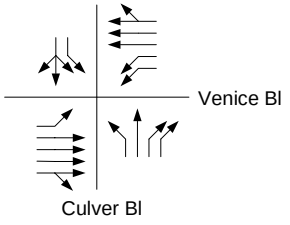
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS
1. Jefferson Bl & Higuera St/Rodeo Rd		Same As Existing
2. Jefferson Bl & Duquesne Av		Same As Existing
3. Duquesne Av & Lucerne Av		Same As Existing
4. Madison Av & Culver Bl		Same As Existing
5. Clarington Av & Washington Bl		Same As Existing
6. Duquesne Av & Culver Bl		Same As Existing

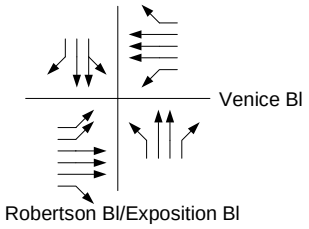
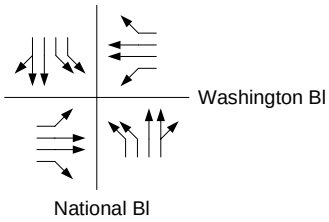
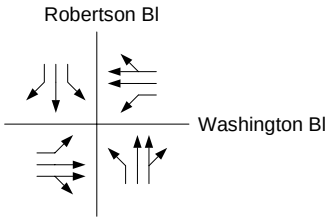
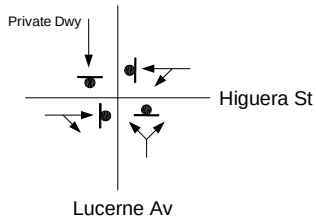
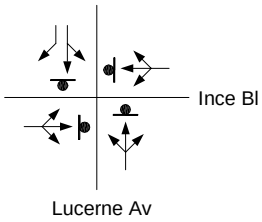
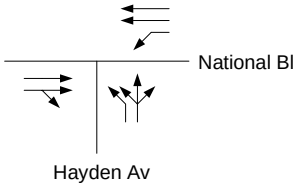
LEGEND

Stop Controlled

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS
7. Hughes Av & Venice Bl		Same As Existing
8. Washington Bl/Irving Pl & Culver Bl		Same As Existing
9. Main St/Washington Bl & Culver Bl		
10. Ince Bl & Washington Bl		
11. Ince Bl & Culver Bl		
12. Culver Bl & Venice Bl		Same As Existing

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE CONDITIONS
13. Robertson Bl/Exposition Bl & Venice Bl		Same As Existing
14. National Bl & Washington Bl		Same As Existing
15. Robertson Bl/Higuera St & Washington Bl		Same As Existing
16. Lucerne Av & Higuera St		Same As Existing
17. Lucerne Av & Ince Bl		Same As Existing
18. Hayden Av & National Bl		Same As Existing

LEGEND

Stop Controlled

APPENDIX B

TRAFFIC COUNTS

3702

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >>

1954-1

File Name : 352715
Site Code : 00352715
Start Date : 05/19/2005
Page No : 1

Groups Printed- Turning Movement

	JEFFERSON BLVD. Southbound				RODEO DR. Westbound				JEFFERSON BLVD. Northbound				HIGUERA ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	144	23	177	13	149	167	329	81	86	15	182	2	12	2	16	704
07:15 AM	11	181	31	223	10	162	212	384	89	112	16	217	5	9	4	18	842
07:30 AM	15	208	37	260	12	193	250	455	95	141	27	263	2	14	2	18	996
07:45 AM	26	187	28	241	17	171	236	424	108	168	46	322	6	23	2	31	1018
Total	62	720	119	901	52	675	865	1592	373	507	104	984	15	58	10	83	3560
08:00 AM	36	191	39	266	17	159	265	441	121	134	36	291	11	28	3	42	1040
08:15 AM	18	191	35	244	20	172	229	421	121	162	35	318	11	24	2	37	1020
08:30 AM	21	197	31	249	17	177	207	401	100	180	29	309	5	27	7	39	998
08:45 AM	23	175	34	232	19	168	214	401	103	162	31	296	8	22	3	33	962
Total	98	754	139	991	73	676	915	1664	445	638	131	1214	35	101	15	151	4020
*** BREAK ***																	
04:00 PM	10	138	60	208	9	94	122	225	209	153	21	383	17	91	3	111	927
04:15 PM	8	147	68	223	6	54	114	174	212	139	32	383	14	92	5	111	891
04:30 PM	12	134	72	218	12	63	122	197	255	147	21	423	25	99	8	132	970
04:45 PM	10	152	54	216	16	88	144	248	204	178	47	429	19	107	4	130	1023
Total	40	571	254	865	43	299	502	844	880	617	121	1618	75	389	20	484	3811
05:00 PM	8	123	44	175	7	72	103	182	274	218	16	508	26	163	13	202	1067
05:15 PM	11	145	52	208	9	71	137	217	270	188	17	475	24	146	9	179	1079
05:30 PM	17	132	59	208	15	87	96	198	263	191	12	466	38	121	18	177	1049
05:45 PM	10	131	61	202	11	98	128	237	242	156	15	413	27	144	7	178	1030
Total	46	531	216	793	42	328	464	834	1049	753	60	1862	115	574	47	736	4225
Grand Total	246	2576	728	3550	210	1978	2746	4934	2747	2515	416	5678	240	1122	92	1454	15616
Apprch %	6.9	72.6	20.5		4.3	40.1	55.7		48.4	44.3	7.3		16.5	77.2	6.3		
Total %	1.6	16.5	4.7	22.7	1.3	12.7	17.6	31.6	17.6	16.1	2.7	36.4	1.5	7.2	0.6	9.3	

	JEFFERSON BLVD. Southbound				RODEO DR. Westbound				JEFFERSON BLVD. Northbound				HIGUERA ST. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	101	766	133	1000	71	679	937	1687	450	644	146	1240	33	102	14	149	4076
Percent	10.1	76.6	13.3		4.2	40.2	55.5		36.3	51.9	11.8		22.1	68.5	9.4		
08:00 Volume	36	191	39	266	17	159	265	441	121	134	36	291	11	28	3	42	1040
Peak Factor																	0.980
High Int.	08:00 AM				08:00 AM				07:45 AM				08:00 AM				
Volume	36	191	39	266	17	159	265	441	108	168	46	322	11	28	3	42	
Peak Factor				0.940				0.956				0.963				0.887	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	46	531	216	793	42	328	464	834	1049	753	60	1862	115	574	47	736	4225
Percent	5.8	67.0	27.2		5.0	39.3	55.6		56.3	40.4	3.2		15.6	78.0	6.4		
05:15 Volume	11	145	52	208	9	71	137	217	270	188	17	475	24	146	9	179	1079
Peak Factor																	0.979
High Int.	05:15 PM				05:45 PM				05:00 PM				05:00 PM				
Volume	11	145	52	208	11	98	128	237	274	218	16	508	26	163	13	202	
Peak Factor				0.953				0.880				0.916				0.911	

City: CULVER CITY 1954-2
N-S Direction: HUGHES / DUQUESNE
E-W Direction: JEFFERSON BOULEVARD

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H04051
Site Code : 000009
Start Date : 5/19/20(
Page No : 1

Groups Printed- Turning Movements

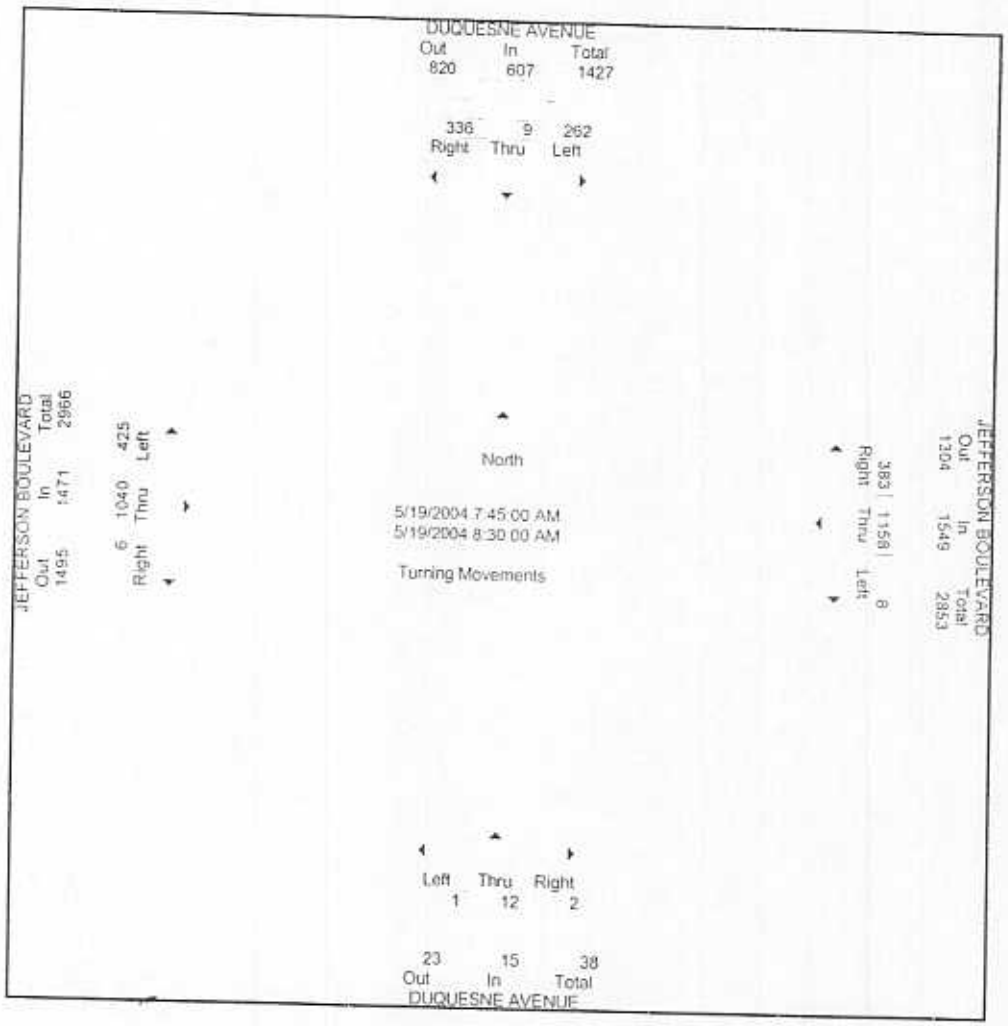
Start Time	DUQUESNE AVENUE Southbound			JEFFERSON BOULEVARD Westbound			DUQUESNE AVENUE Northbound			JEFFERSON BOULEVARD Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	35	0	32	78	190	2	0	1	2	0	124	46	510
07:15 AM	56	0	38	111	265	0	0	1	2	0	168	61	702
07:30 AM	70	0	57	130	286	1	1	1	0	2	210	79	837
07:45 AM	70	1	50	110	312	2	0	3	0	2	286	110	946
Total	231	1	177	429	1053	5	1	6	4	4	788	296	2995
08:00 AM	106	4	74	88	280	0	1	3	0	2	256	115	929
08:15 AM	86	1	73	106	292	3	0	4	0	1	264	99	929
08:30 AM	74	3	65	79	274	3	1	2	1	1	234	101	838
08:45 AM	63	2	68	90	219	3	0	1	2	1	243	102	794
Total	329	10	280	363	1065	9	2	10	3	5	997	417	3490
*** BREAK ***													
04:00 PM	70	11	83	38	178	11	8	6	3	2	238	53	701
04:15 PM	68	13	94	53	165	8	6	4	2	3	253	66	735
04:30 PM	95	14	99	49	205	12	3	3	4	0	315	68	867
04:45 PM	81	13	88	47	206	7	2	10	5	1	298	62	820
Total	314	51	364	187	754	38	19	23	14	6	1104	249	3123
05:00 PM	94	10	77	64	216	5	5	5	0	4	336	83	899
05:15 PM	109	7	91	54	204	3	3	3	2	4	311	65	856
05:30 PM	104	7	125	53	186	7	3	0	1	3	323	81	893
05:45 PM	100	7	99	58	188	5	4	7	1	1	311	103	884
Total	407	31	392	229	794	20	15	15	4	12	1281	332	3532
Grand Total	1281	93	1213	1208	3666	72	37	54	25	27	4170	1294	13140
Apprch %	49.5	3.6	46.9	24.4	74.1	1.5	31.9	46.6	21.6	0.5	75.9	23.6	
Total %	9.7	0.7	9.2	9.2	27.9	0.5	0.3	0.4	0.2	0.2	31.7	9.8	

Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0405112
Site Code : 00000918
Start Date : 5/19/2004
Page No : 2

1954-2

	DUQUESNE AVENUE Southbound				JEFFERSON BOULEVARD Westbound				DUQUESNE AVENUE Northbound				JEFFERSON BOULEVARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:45 AM																	
Volume	336	9	262	607	383	1158	8	1549	2	12	1	15	6	1040	425	1471	3642
Percent	55.4	1.5	43.2		24.7	74.8	0.5		13.3	80.0	6.7		0.4	70.7	28.9		
07:45 Volume	70	1	50	121	110	312	2	424	0	3	0	3	2	286	110	398	946
Peak Factor																	0.962
High Int.	08:00 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	106	4	74	184	110	312	2	424	1	3	0	4	2	286	110	398	
Peak Factor				0.825				0.913				0.938				0.924	



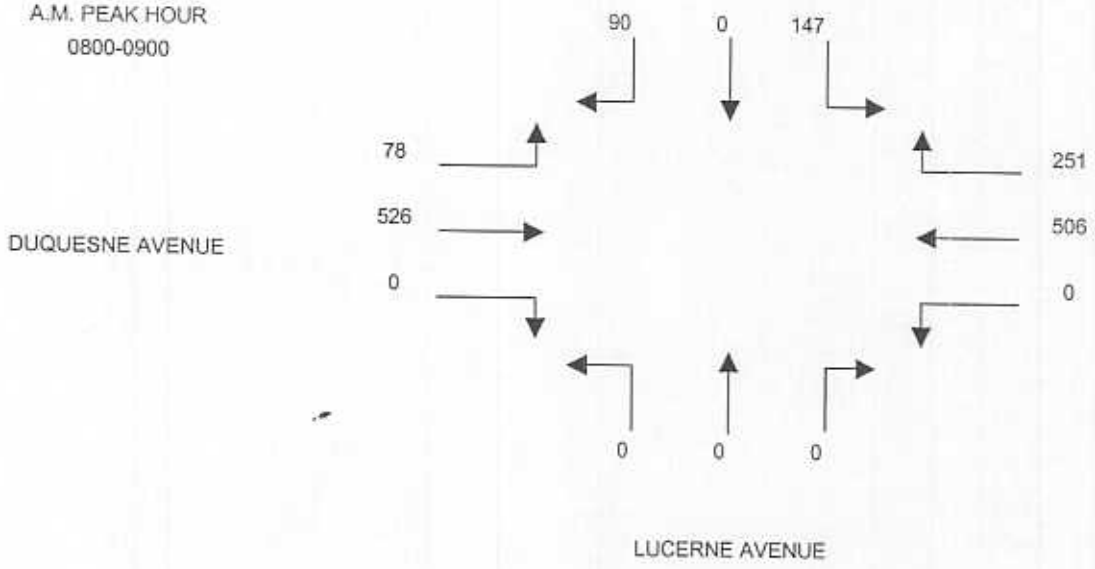
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S LUCERNE AVENUE
E/W DUQUESNE AVENUE
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	6	0	16	24	74	0	0	0	0	0	39	2
715-730	10	0	24	32	106	0	0	0	0	0	65	8
730-745	25	0	30	49	145	0	0	0	0	0	117	11
745-800	13	0	32	54	126	0	0	0	0	0	127	29
800-815	29	0	46	59	130	0	0	0	0	0	137	24
815-830	25	0	42	60	118	0	0	0	0	0	115	20
830-845	18	0	29	64	110	0	0	0	0	0	127	12
845-900	18	0	30	68	148	0	0	0	0	0	147	22

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	54	0	102	159	451	0	0	0	0	0	348	50	116
715-815	77	0	132	194	507	0	0	0	0	0	446	72	142
730-830	92	0	150	222	519	0	0	0	0	0	496	84	156
745-845	85	0	149	237	484	0	0	0	0	0	506	85	154
800-900	90	0	147	251	506	0	0	0	0	0	526	78	159

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

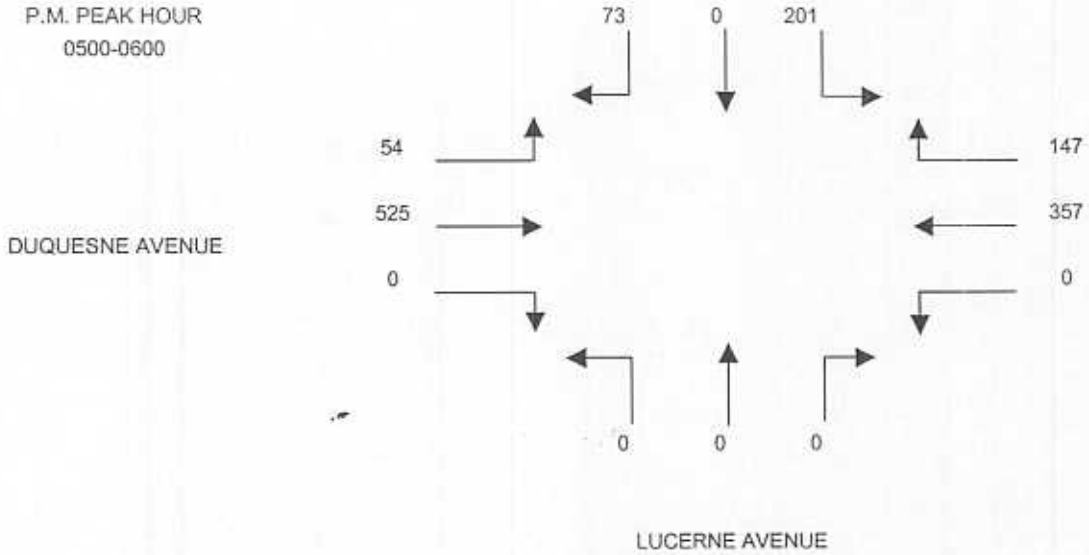
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S LUCERNE AVENUE
E/W DUQUESNE AVENUE
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	12	0	38	23	47	0	0	0	0	0	136	27
415-430	15	0	36	23	66	0	0	0	0	0	143	18
430-445	15	0	36	42	84	0	0	0	0	0	121	12
445-500	18	0	29	24	66	0	0	0	0	0	112	13
500-515	20	0	46	29	75	0	0	0	0	0	118	16
515-530	17	0	48	38	92	0	0	0	0	0	144	13
530-545	12	0	55	39	84	0	0	0	0	0	125	11
545-600	24	0	52	41	106	0	0	0	0	0	138	14

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	60	0	139	112	263	0	0	0	0	0	512	70	1156
415-515	68	0	147	118	291	0	0	0	0	0	494	59	1177
430-530	70	0	159	133	317	0	0	0	0	0	495	54	1228
445-545	67	0	178	130	317	0	0	0	0	0	499	53	1244
500-600	73	0	201	147	357	0	0	0	0	0	525	54	1357

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

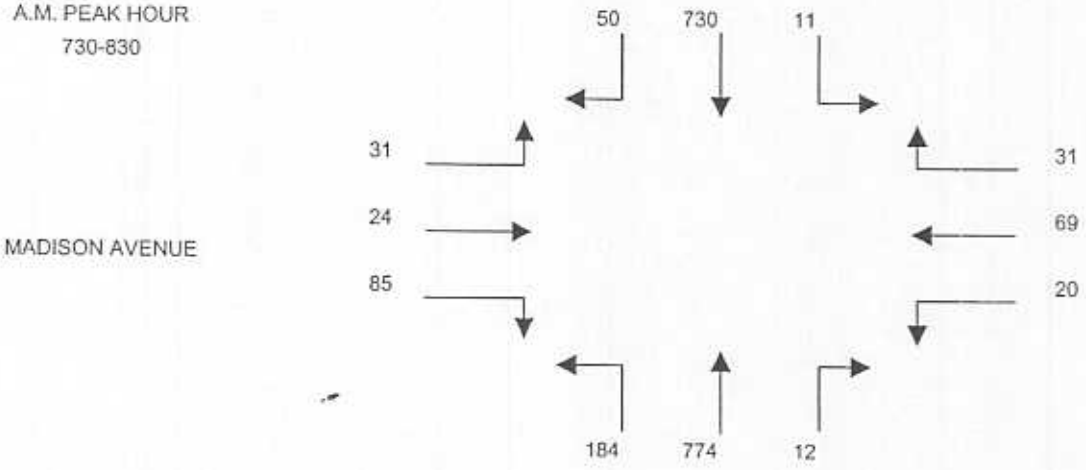
1954-4

CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CULVER BOULEVARD
E/W MADISON AVENUE
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	7	100	0	2	7	5	0	87	16	4	5	1
715-730	12	161	1	7	13	8	2	164	21	8	8	2
730-745	9	189	2	7	15	7	1	199	41	18	5	6
745-800	18	189	2	7	16	4	2	186	48	23	7	10
800-815	11	178	4	10	22	6	5	204	45	24	8	8
815-830	12	174	3	7	16	3	4	185	50	20	4	7
830-845	11	166	2	9	17	4	4	186	47	20	3	7
845-900	11	153	4	7	15	2	3	179	47	19	3	6

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	46	639	5	23	51	24	5	636	126	53	25	19	1652
715-815	50	717	9	31	66	25	10	753	155	73	28	26	1943
730-830	50	730	11	31	69	20	12	774	184	85	24	31	2021
745-845	52	707	11	33	71	17	15	761	190	87	22	32	1998
800-900	45	671	13	33	70	15	16	754	189	83	18	28	1935

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(4)

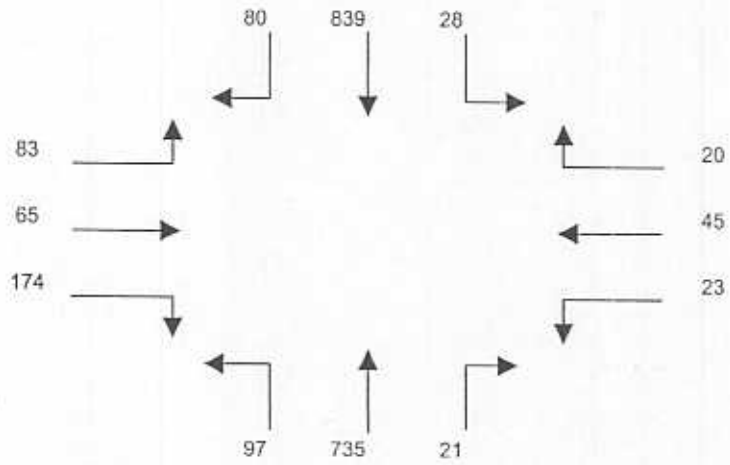
1954-4

CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S CULVER BOULEVARD
E/W MADISON AVENUE
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	15	165	4	7	9	5	4	137	39	42	12	20
415-430	10	194	5	5	11	5	5	181	26	38	15	16
430-445	16	200	3	4	10	3	5	172	21	41	14	19
445-500	16	207	5	5	11	5	5	192	26	46	16	23
500-515	18	206	4	6	11	6	6	181	25	46	17	21
515-530	21	211	7	4	13	5	5	176	20	42	15	26
530-545	25	215	12	5	10	7	5	186	26	40	17	13
545-600	19	207	6	5	13	5	3	178	22	35	18	16

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	57	766	17	21	41	18	19	682	112	167	57	78	2035
415-515	60	807	17	20	43	19	21	726	98	171	62	79	2123
430-530	71	824	19	19	45	19	21	721	92	175	62	89	2157
445-545	80	839	28	20	45	23	21	735	97	174	65	83	2210
500-600	83	839	29	20	47	23	19	721	93	163	67	76	2180

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(5)

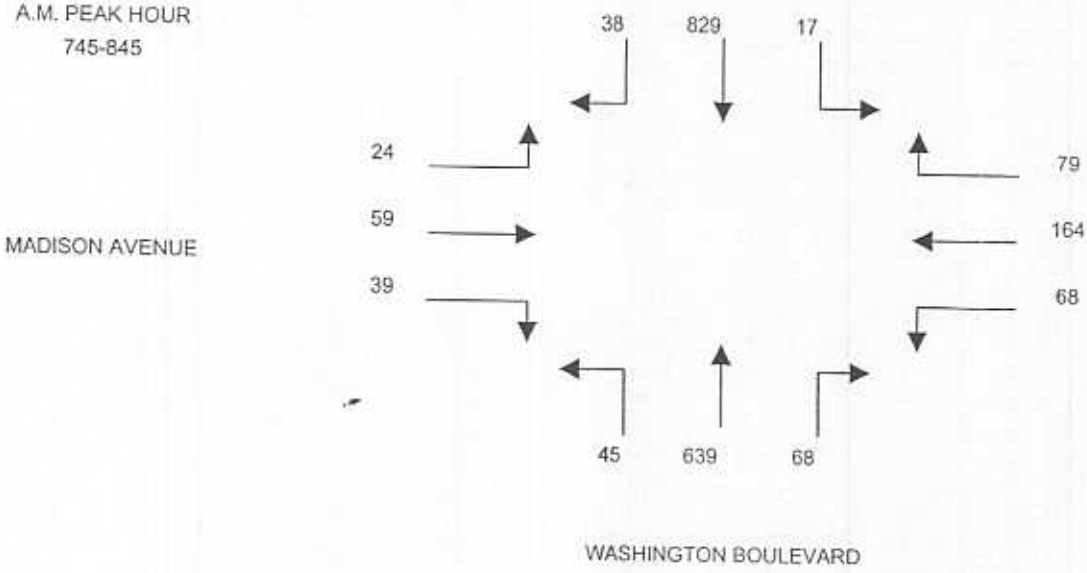
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S WASHINGTON BOULEVARD
E/W MADISON AVENUE
FILE NUMBER: 7-AM

1954-5

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	3	131	1	3	20	6	9	85	4	11	13	4
715-730	7	199	4	7	34	7	8	110	5	8	10	2
730-745	4	225	2	14	37	13	10	143	9	11	14	2
745-800	5	226	4	13	42	23	19	162	8	10	16	6
800-815	8	207	5	17	45	19	19	173	9	13	19	5
815-830	13	202	3	24	47	12	15	159	12	7	11	5
830-845	12	194	5	25	30	14	15	145	16	9	13	8
845-900	13	191	3	26	38	16	14	152	11	11	19	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	19	781	11	37	133	49	46	500	26	40	53	14	1709
715-815	24	857	15	51	158	62	56	588	31	42	59	15	1958
730-830	30	860	14	68	171	67	63	637	38	41	60	18	2067
745-845	38	829	17	79	164	68	68	639	45	39	59	24	2069
800-900	46	794	16	92	160	61	63	629	48	40	62	23	2034

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

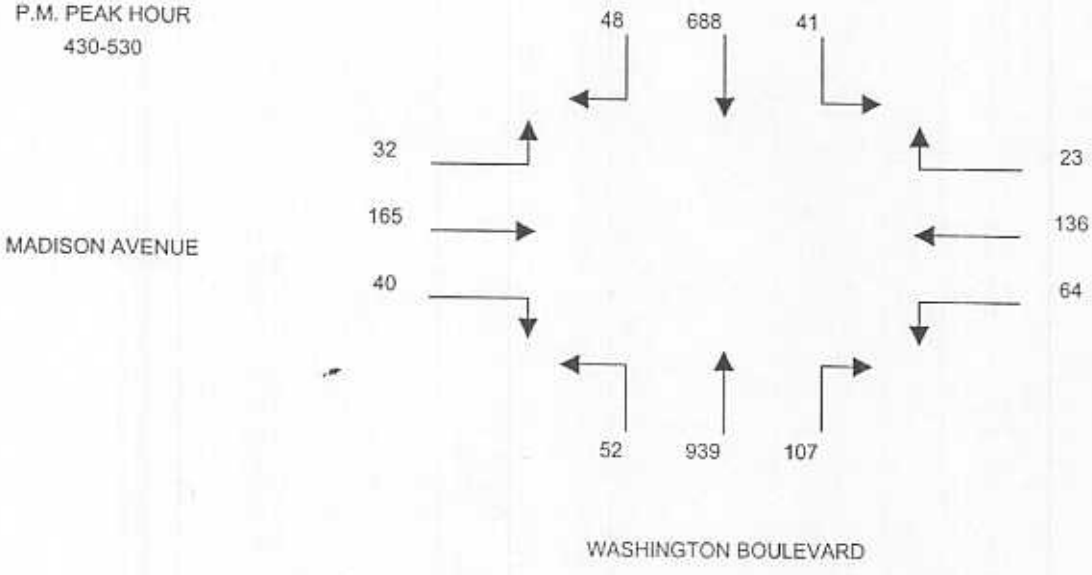
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S WASHINGTON BOULEVARD
E/W MADISON AVENUE
FILE NUMBER: 7-PM

1954-5

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	10	154	10	10	32	23	24	215	7	8	43	9
415-430	13	158	8	7	26	15	28	239	13	8	38	5
430-445	11	164	11	5	35	11	21	242	12	9	37	7
445-500	14	162	9	4	36	10	39	233	10	7	40	8
500-515	9	187	13	5	30	23	29	233	14	11	49	9
515-530	14	175	8	9	35	20	18	231	16	13	39	8
530-545	10	163	8	9	26	14	25	230	17	19	37	7
545-600	9	162	14	6	26	19	23	214	11	13	28	5

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	48	638	38	26	129	59	112	929	42	32	158	29	2240
415-515	47	671	41	21	127	59	117	947	49	35	164	29	2307
430-530	48	688	41	23	136	64	107	939	52	40	165	32	2335
445-545	47	687	38	27	127	67	111	927	57	50	165	32	2335
500-600	42	687	43	29	117	76	95	908	58	56	153	29	2293

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

(6)

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

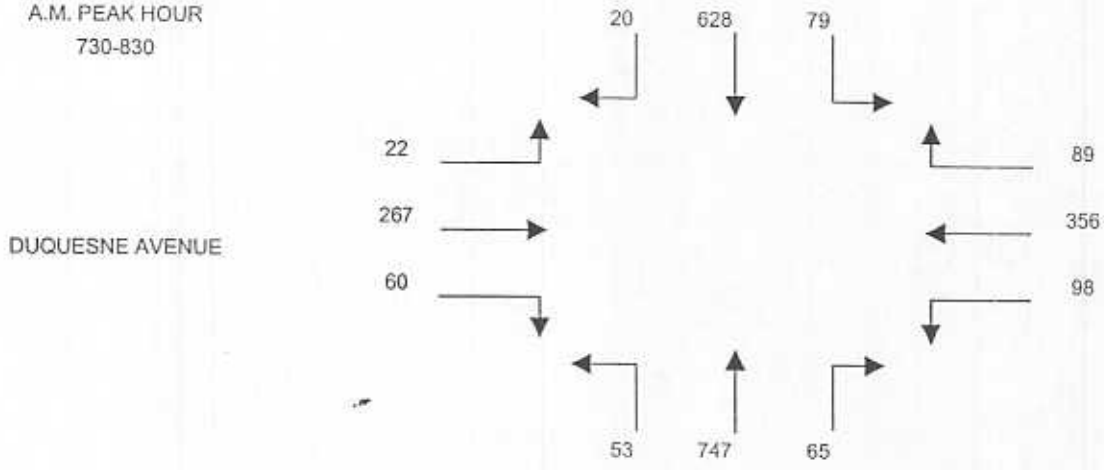
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CULVER BOULEVARD
E/W DUQUESNE AVENUE
FILE NUMBER: 2-AM

1954-6

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	4	79	10	10	63	17	12	102	14	7	33	3
715-730	5	133	15	20	89	21	10	148	9	8	50	2
730-745	5	162	16	18	101	18	17	188	17	14	62	3
745-800	4	166	21	22	88	26	15	183	14	18	60	6
800-815	5	154	25	21	72	26	18	192	12	17	71	7
815-830	6	146	17	28	95	28	15	184	10	11	74	6
830-845	9	149	11	20	95	20	13	154	13	11	64	7
845-900	6	133	23	22	80	28	16	174	19	17	61	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	18	540	62	70	341	82	54	621	54	47	205	14	2108
715-815	19	615	77	81	350	91	60	711	52	57	243	18	2374
730-830	20	628	79	89	356	98	65	747	53	60	267	22	2484
745-845	24	615	74	91	350	100	61	713	49	57	269	26	2429
800-900	26	582	76	91	342	102	62	704	54	56	270	24	2389

A.M. PEAK HOUR
730-830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

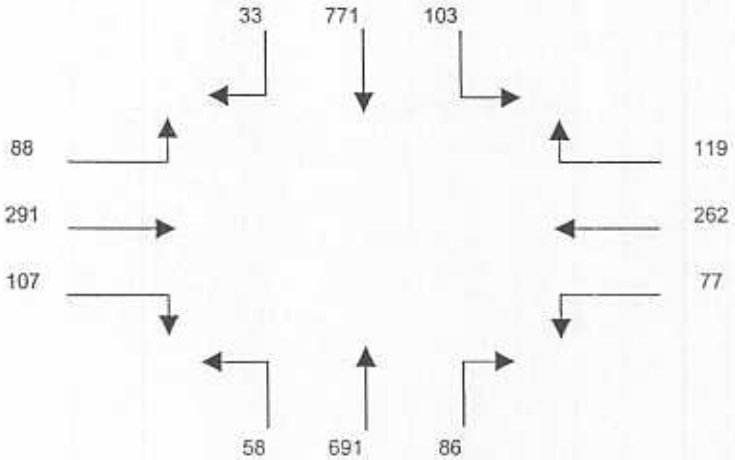
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S CULVER BOULEVARD
E/W DUQUESNE AVENUE
FILE NUMBER: 2-PM

1954-6

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	10	141	33	34	68	23	16	156	10	12	57	4
415-430	10	157	22	30	55	15	17	179	12	21	63	9
430-445	7	162	40	23	65	17	22	175	12	21	67	14
445-500	8	178	30	26	67	16	19	172	13	28	75	16
500-515	7	198	23	30	65	28	18	176	16	39	60	28
515-530	9	203	24	34	62	19	26	174	17	25	77	23
530-545	9	192	26	29	68	14	23	169	12	15	79	21
545-600	10	173	35	16	61	18	19	156	15	15	67	31

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	35	638	125	113	255	71	74	682	47	82	262	43	2427
415-515	32	695	115	109	252	76	76	702	53	109	265	67	2551
430-530	31	741	117	113	259	80	85	697	58	113	279	81	2654
445-545	33	771	103	119	262	77	86	691	58	107	291	88	2686
500-600	35	766	108	109	256	79	86	675	60	94	283	103	2654

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

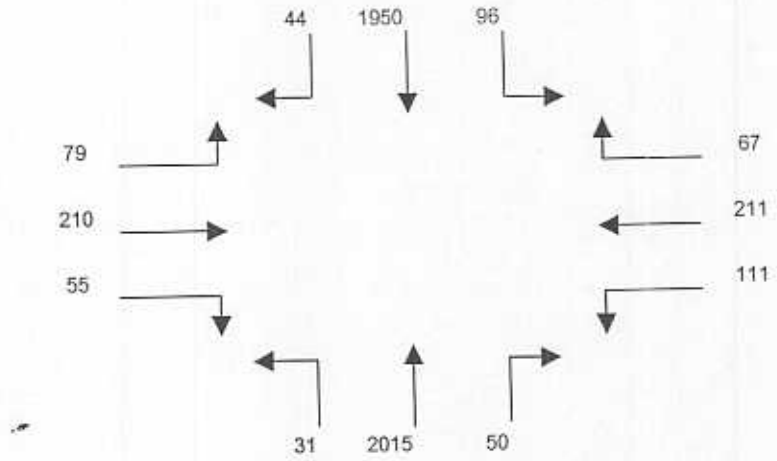
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S VENICE BOULEVARD
E/W HUGHES AVENUE
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	3	334	11	10	21	12	7	240	8	8	18	6
715-730	5	439	19	13	22	22	11	307	5	7	22	8
730-745	7	545	29	10	32	29	19	415	8	13	34	10
745-800	11	490	22	17	41	26	12	440	7	11	43	19
800-815	12	497	24	11	34	23	13	463	11	17	61	16
815-830	9	486	25	13	45	21	9	500	6	14	61	14
830-845	9	496	26	19	63	29	14	529	7	12	37	25
845-900	14	471	21	24	69	38	14	523	7	12	51	24

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	26	1808	81	50	116	89	49	1402	28	39	117	43	3848
715-815	35	1971	94	51	129	100	55	1625	31	46	160	53	4352
730-830	39	2018	100	51	152	99	53	1818	32	55	199	59	4675
745-845	41	1969	97	60	183	99	48	1932	31	54	202	74	4790
800-900	44	1950	96	67	211	111	50	2015	31	55	210	79	4919

A.M. PEAK HOUR
0800-0900



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

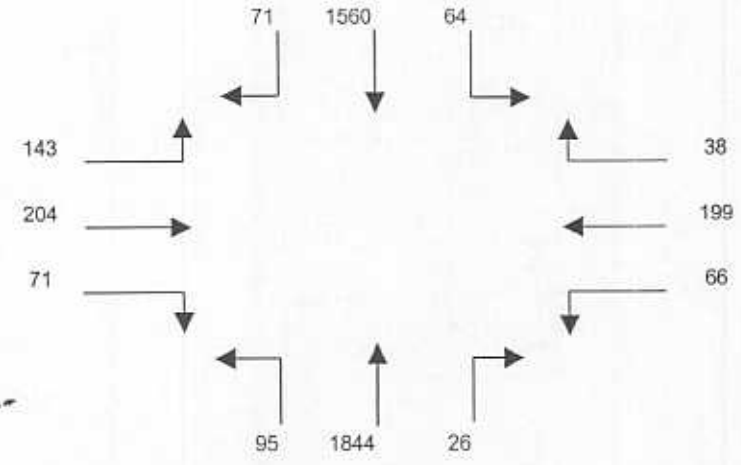
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S VENICE BOULEVARD
E/W HUGHES AVENUE
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	22	478	16	5	56	13	9	418	29	32	46	31
415-430	30	432	16	9	57	10	9	362	19	20	35	20
430-445	20	411	10	13	47	11	14	424	16	23	48	30
445-500	14	434	14	10	42	11	12	391	29	16	38	20
500-515	27	384	11	7	45	10	8	459	23	15	45	36
515-530	15	395	16	9	58	16	6	482	31	16	49	33
530-545	17	396	19	11	53	19	7	446	23	23	59	40
545-600	12	385	18	11	43	21	5	457	18	17	51	34

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	86	1755	56	37	202	45	44	1595	93	91	167	101	4272
415-515	91	1661	51	39	191	42	43	1636	87	74	166	106	4187
430-530	76	1624	51	39	192	48	40	1756	99	70	180	119	4294
445-545	73	1609	60	37	198	56	33	1778	106	70	191	129	4340
500-600	71	1560	64	38	199	66	26	1844	95	71	204	143	4381

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S WASHINGTON BOULEVARD / CULVER BOULEVARD
E/W IRVING PLACE / WATSEKA AVENUE
FILE NUMBER: 4-AM

15 MINUTE	1	2A	2B	3	4	6A	6B	7A	7B	8A	8B	9	10
TOTALS	SBRT	SBTH	SBTH	SBLT	WBRT	WBLT	WBLT	NBRT	NBRT	NBTH	NBTH	NBLT	EBRT
700-715	3	148	148	6	8	2	4	4	1	118	145	4	5
715-730	7	182	167	11	14	3	2	4	3	116	190	4	3
730-745	5	196	176	10	15	4	3	4	3	123	206	8	4
745-800	6	183	185	5	19	4	1	8	6	131	211	5	5
800-815	3	183	166	9	16	6	0	7	4	128	194	6	5
815-830	2	183	188	10	18	12	1	5	3	143	207	8	8
830-845	5	169	178	11	16	11	1	6	5	147	194	6	9
845-900	9	184	195	5	14	10	2	6	3	126	156	5	5

1 HOUR	1	2A	2B	3	4	6A	6B	7A	7B	8A	8B	9	10	
TOTALS	SBRT	SBTH	SBTH	SBLT	WBRT	WBLT	WBLT	NBRT	NBRT	NBTH	NBTH	NBLT	EBRT	TOTALS
700-800	21	709	676	32	56	13	10	20	13	488	752	21	17	2828
715-815	21	744	694	35	64	17	6	23	16	498	801	23	17	2959
730-830	16	745	715	34	68	26	5	24	16	525	818	27	22	3041
745-845	16	718	717	35	69	33	3	26	18	549	806	25	27	3042
800-900	19	719	727	35	64	39	4	24	15	544	751	25	27	2993

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S WASHINGTON BOULEVARD / CULVER BOULEVARD
E/W IRVING PLACE / WATSEKA AVENUE
FILE NUMBER: 4-PM

15 MINUTE	1	2A	2B	3	4	6A	6B	7A	7B	8A	8B	9	10
TOTALS	SBRT	SBTH	SBTH	SBLT	WBRT	WBLT	WBLT	NBRT	NBRT	NBTH	NBTH	NBLT	EBRT
400-415	2	148	188	10	10	3	1	3	4	207	197	3	19
415-430	2	138	193	14	9	3	1	2	6	222	192	5	18
430-445	4	150	195	10	13	5	3	1	7	222	212	4	19
445-500	4	158	208	16	18	2	4	1	4	224	225	4	15
500-515	2	168	233	22	23	4	2	3	7	181	211	4	31
515-530	2	173	249	16	20	5	2	4	6	202	214	9	22
530-545	4	145	221	13	20	3	1	4	5	197	206	6	21
545-600	5	161	228	19	23	3	2	1	5	206	203	3	16

1 HOUR	1	2A	2B	3	4	6A	6B	7A	7B	8A	8B	9	10	
TOTALS	SBRT	SBTH	SBTH	SBLT	WBRT	WBLT	WBLT	NBRT	NBRT	NBTH	NBTH	NBLT	EBRT	TOTALS
400-500	12	594	784	50	50	13	9	7	21	875	826	16	71	3328
415-515	12	614	829	62	63	14	10	7	24	849	840	17	83	3424
430-530	12	649	885	64	74	16	11	9	24	829	862	21	87	3543
445-545	12	644	911	67	81	14	9	12	22	804	856	23	89	3544
500-600	13	647	931	70	86	15	7	12	23	786	834	22	90	3536

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(9) AM

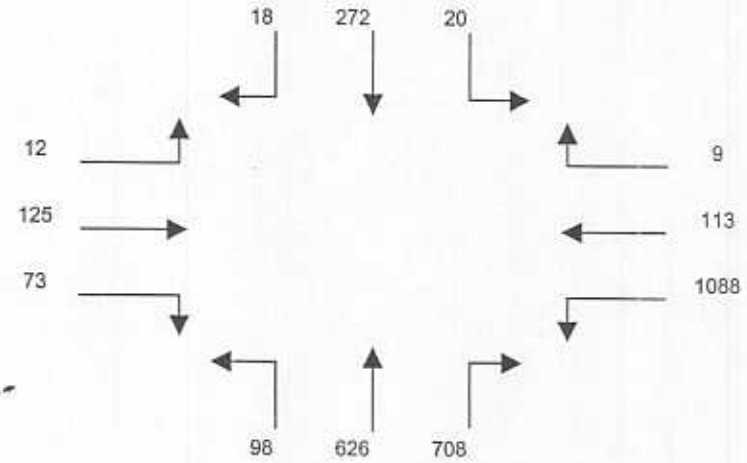
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CULVER BOULEVARD
E/W MAIN STREET / WASHINGTON BOULEVARD
FILE NUMBER: 5-AM

1954-9

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	2	34	3	1	30	158	108	116	7	7	6	3
715-730	4	49	2	1	46	262	148	157	14	11	12	2
730-745	2	59	4	0	31	252	157	151	16	23	20	2
745-800	7	75	6	4	28	283	165	147	29	20	35	5
800-815	4	65	6	3	25	293	161	147	25	17	25	2
815-830	3	69	2	1	35	262	196	152	16	17	26	2
830-845	4	63	6	1	25	250	186	180	28	19	39	3
845-900	7	71	7	1	26	238	162	160	34	11	42	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	15	217	15	6	135	955	578	571	66	61	73	12	2704
715-815	17	248	18	8	130	1090	631	602	84	71	92	11	3002
730-830	16	268	18	8	119	1090	679	597	86	77	106	11	3075
745-845	18	272	20	9	113	1088	708	626	98	73	125	12	3162
800-900	18	268	21	6	111	1043	705	639	103	64	132	11	3121

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(9)
PM

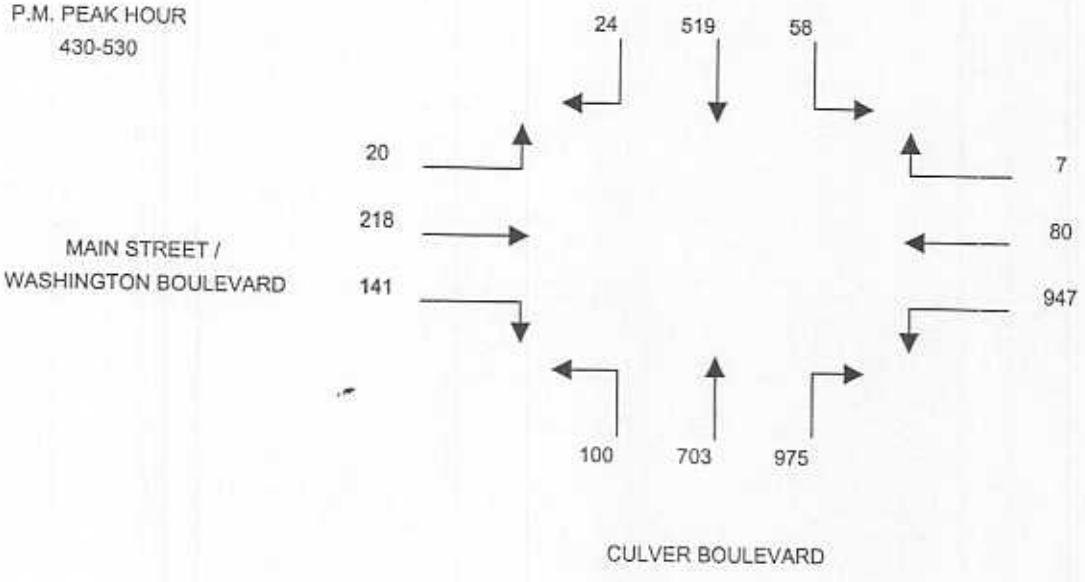
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, JULY 07, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S CULVER BOULEVARD
E/W MAIN STREET / WASHINGTON BOULEVARD
FILE NUMBER: 5-PM

1954-9

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	7	129	15	1	16	200	177	165	30	37	32	6
415-430	4	119	10	2	18	203	183	187	28	31	43	4
430-445	7	132	15	1	13	222	239	188	20	26	60	6
445-500	6	132	11	3	28	215	266	185	27	39	44	4
500-515	4	125	15	1	26	258	226	178	25	41	58	4
515-530	7	130	17	2	13	252	244	152	28	35	56	6
530-545	5	128	11	2	14	250	245	147	15	47	54	9
545-600	7	125	10	4	13	239	259	132	29	35	38	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	24	512	51	7	75	840	865	725	105	133	179	20	3536
415-515	21	508	51	7	85	898	914	738	100	137	205	18	3682
430-530	24	519	58	7	80	947	975	703	100	141	218	20	3792
445-545	22	515	54	8	81	975	981	662	95	162	212	23	3790
500-600	23	508	53	9	66	999	974	609	97	158	206	27	3729

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

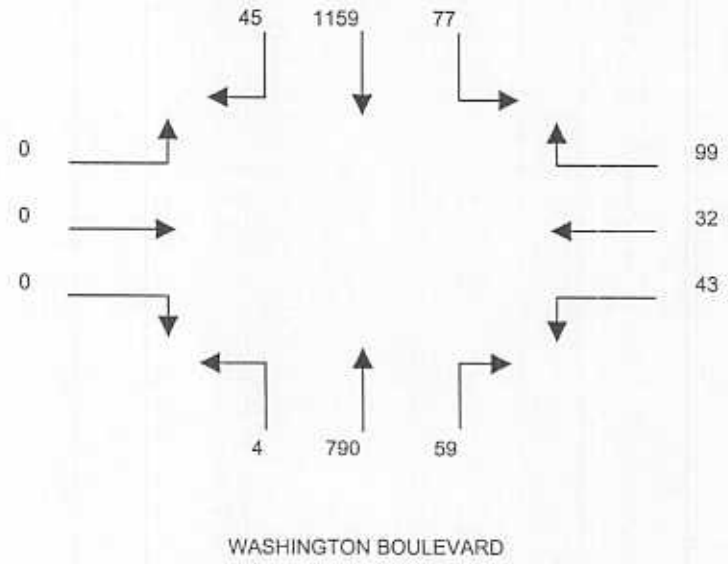
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S WASHINGTON BOULEVARD
E/W INCE BOULEVARD
FILE NUMBER: 9-AM

1954-10

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	11	249	20	11	3	5	6	114	0	0	0	0
715-730	11	299	19	17	6	8	7	141	1	0	0	0
730-745	13	309	16	29	11	12	10	164	0	0	0	0
745-800	9	290	10	30	9	11	16	166	0	0	0	0
800-815	14	287	24	23	8	13	19	205	1	0	0	0
815-830	12	298	20	19	7	12	14	216	3	0	0	0
830-845	10	284	23	27	8	7	10	203	0	0	0	0
845-900	9	277	19	16	9	5	18	184	4	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	44	1147	65	87	29	36	39	585	1	0	0	0	2033
715-815	47	1185	69	99	34	44	52	676	2	0	0	0	2208
730-830	48	1184	70	101	35	48	59	751	4	0	0	0	2300
745-845	45	1159	77	99	32	43	59	790	4	0	0	0	2308
800-900	45	1146	86	85	32	37	61	808	8	0	0	0	2306

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(10) P

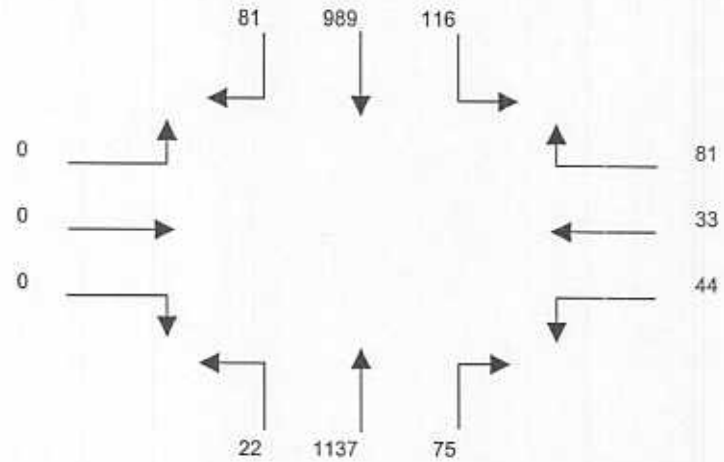
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S WASHINGTON BOULEVARD
E/W INCE BOULEVARD
FILE NUMBER: 9-PM

1954-10

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	18	211	10	15	7	9	8	234	10	0	0	0
415-430	15	222	15	17	6	6	10	248	7	0	0	0
430-445	20	223	20	16	6	8	15	269	3	0	0	0
445-500	21	239	24	20	7	7	25	261	5	0	0	0
500-515	27	254	26	29	11	13	18	301	7	0	0	0
515-530	12	256	35	14	9	11	19	291	5	0	0	0
530-545	21	240	31	18	6	13	13	284	5	0	0	0
545-600	18	233	28	19	3	10	15	271	2	0	0	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	74	895	69	68	26	30	58	1012	25	0	0	0	2257
415-515	83	938	85	82	30	34	68	1079	22	0	0	0	2421
430-530	80	972	105	79	33	39	77	1122	20	0	0	0	2527
445-545	81	989	116	81	33	44	75	1137	22	0	0	0	2578
500-600	78	983	120	80	29	47	65	1147	19	0	0	0	2568

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(11)
AM

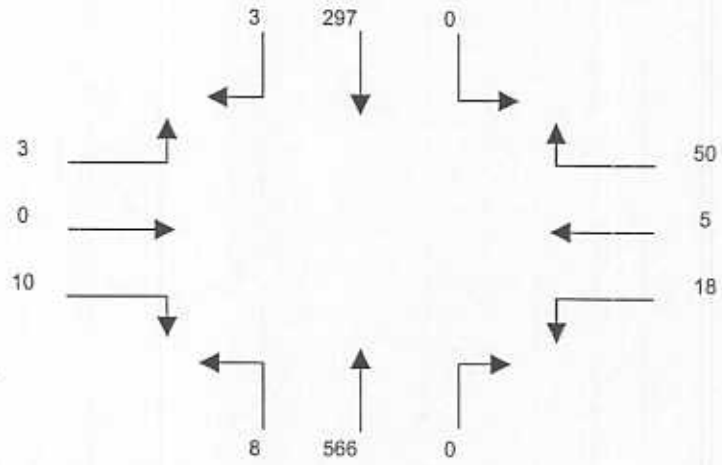
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CULVER BOULEVARD
E/W INCE BOULEVARD
FILE NUMBER: 6-AM

1954-11

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	1	35	0	10	1	1	0	94	1	4	0	0
715-730	0	47	0	13	1	2	0	101	2	3	0	0
730-745	0	79	0	14	0	6	0	113	3	3	0	0
745-800	0	79	0	15	0	2	0	140	0	1	0	1
800-815	1	62	0	10	2	4	0	130	2	3	0	0
815-830	1	73	0	12	2	5	0	147	2	3	0	1
830-845	1	83	0	13	1	7	0	149	4	3	0	1
845-900	1	69	0	7	1	5	0	136	2	4	0	1

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	1	240	0	52	2	11	0	448	6	11	0	1	772
715-815	1	267	0	52	3	14	0	484	7	10	0	1	839
730-830	2	293	0	51	4	17	0	530	7	10	0	2	916
745-845	3	297	0	50	5	18	0	566	8	10	0	3	960
800-900	4	287	0	42	6	21	0	562	10	13	0	3	948

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

(11) PM

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

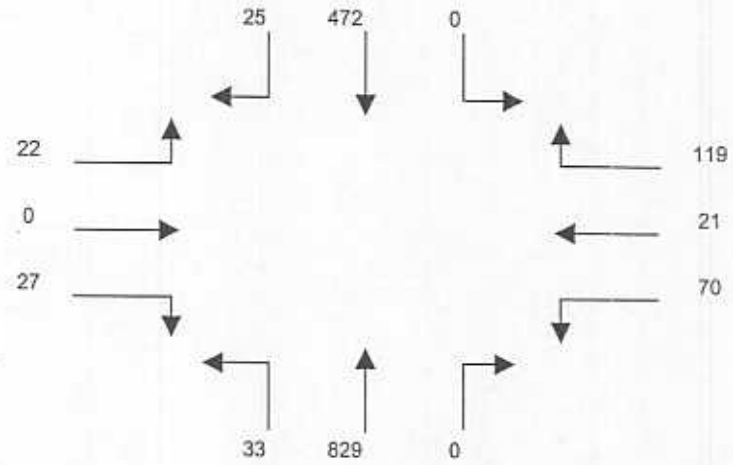
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S CULVER BOULEVARD
E/W INCE BOULEVARD
FILE NUMBER: 6-PM

1954-11

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	2	104	0	32	5	11	0	170	7	2	0	3
415-430	4	98	0	20	4	9	0	191	8	5	0	4
430-445	3	123	0	19	7	12	0	165	5	6	0	7
445-500	5	123	0	22	5	15	0	188	9	5	0	4
500-515	5	107	0	31	5	23	0	185	8	6	0	8
515-530	9	102	0	28	6	19	0	224	6	9	0	6
530-545	6	140	0	38	5	13	0	232	10	7	0	4
545-600	6	101	0	21	7	13	0	207	8	7	0	4

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	14	448	0	93	21	47	0	714	29	18	0	18	1402
415-515	17	451	0	92	21	59	0	729	30	22	0	23	1444
430-530	22	455	0	100	23	69	0	762	28	26	0	25	1510
445-545	25	472	0	119	21	70	0	829	33	27	0	22	1618
500-600	26	450	0	118	23	68	0	848	32	29	0	22	1616

P.M. PEAK HOUR
445-545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(12) AM

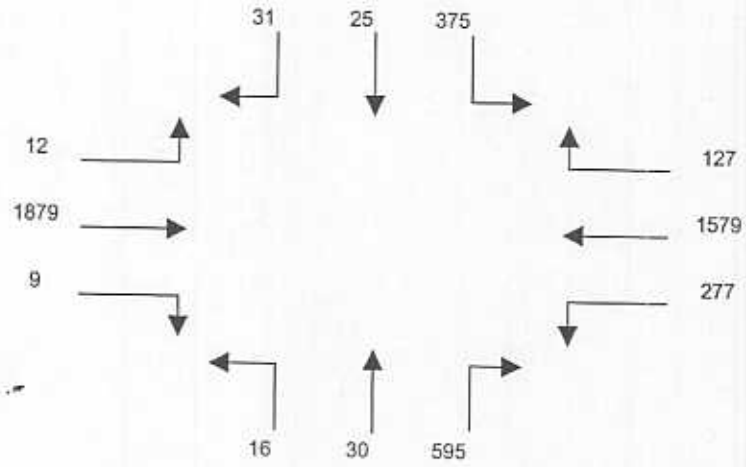
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CULVER BOULEVARD
E/W VENICE BOULEVARD
FILE NUMBER: 10-AM

1954-12

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	3	3	76	17	383	59	100	6	2	2	377	1
715-730	6	6	52	23	391	51	150	9	6	1	395	2
730-745	5	4	85	28	403	54	150	11	3	3	413	2
745-800	4	8	91	43	407	61	139	6	4	2	453	5
800-815	7	6	76	33	382	89	142	5	7	2	487	3
815-830	8	5	100	26	396	68	155	7	3	2	476	2
830-845	12	6	108	25	394	59	159	12	2	3	463	2
845-900	7	4	90	22	385	51	140	8	5	3	465	3

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	18	21	304	111	1584	225	539	32	15	8	1638	10	4505
715-815	22	24	304	127	1583	255	581	31	20	8	1748	12	4715
730-830	24	23	352	130	1588	272	586	29	17	9	1829	12	4871
745-845	31	25	375	127	1579	277	595	30	16	9	1879	12	4955
800-900	34	21	374	106	1557	267	596	32	17	10	1891	10	4915

A.M. PEAK HOUR
745-845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

(12) PM

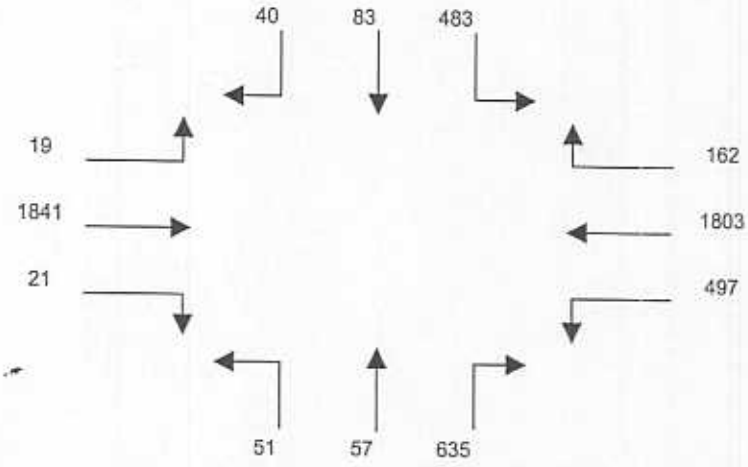
CLIENT: KOA - MONTEREY PARK
PROJECT: CULVER CITY TMC PROJECT
DATE: TUESDAY, JULY 12, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S CULVER BOULEVARD
E/W VENICE BOULEVARD
FILE NUMBER: 10-PM

1954:12

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	10	11	107	22	404	102	145	12	14	8	400	6
415-430	12	16	83	51	430	109	152	12	10	6	441	4
430-445	10	29	108	43	443	124	160	13	16	5	452	6
445-500	13	19	129	34	450	132	172	12	11	4	454	5
500-515	10	14	128	38	453	115	163	19	13	6	465	3
515-530	7	21	118	47	457	126	140	13	11	6	470	5
530-545	5	22	127	52	448	115	135	10	12	5	451	6
545-600	7	25	121	45	432	105	125	13	9	7	446	6

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	45	75	427	150	1727	467	629	49	51	23	1747	21	5411
415-515	45	78	448	166	1776	480	647	56	50	21	1812	18	5597
430-530	40	83	483	162	1803	497	635	57	51	21	1841	19	5692
445-545	35	76	502	171	1808	488	610	54	47	21	1840	19	5671
500-600	29	82	494	182	1790	461	563	55	45	24	1832	20	5577

P.M. PEAK HOUR
430-530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

1954-13

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 352706
Site Code : 00352706
Start Date : 05/17/2005
Page No : 1

*** Remarks ****
South left -from Exposition to Robertson SL #1 -From Exposition to Venice

Groups Printed- Turning Movement

	Exposition/Robertson Southbound					VENICE BLVD. Westbound				ROBERTSON BLVD. Northbound				VENICE BLVD. Eastbound				
Start Time	Right	Thru	Left	SL#1	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	69	47	69	33	218	85	381	9	475	8	91	21	120	5	311	49	365	1178
07:15 AM	93	50	95	47	285	128	472	11	611	9	109	28	146	5	441	74	520	1562
07:30 AM	102	64	137	49	352	139	537	13	689	12	118	39	169	11	521	98	630	1840
07:45 AM	107	78	152	52	389	172	539	12	723	10	113	41	164	17	637	136	790	2066
Total	371	239	453	181	1244	524	1929	45	2498	39	431	129	599	38	1910	357	2305	6646
08:00 AM	135	102	167	67	471	128	481	18	627	17	91	53	161	19	642	129	790	2049
08:15 AM	124	92	192	83	491	113	514	20	647	20	86	29	135	21	646	136	803	2076
08:30 AM	128	104	173	66	471	139	478	16	633	22	107	38	167	17	670	157	844	2115
08:45 AM	137	98	158	71	464	102	526	19	647	18	96	27	141	25	659	150	834	2086
Total	524	396	690	287	1897	482	1999	73	2554	77	380	147	604	82	2617	572	3271	8326
*** BREAK ***																		
04:00 PM	117	64	97	67	345	17	347	16	380	16	55	21	92	23	549	101	673	1490
04:15 PM	132	60	86	71	349	19	364	18	401	19	52	25	96	21	568	97	686	1532
04:30 PM	129	78	118	62	387	24	412	15	451	26	61	22	109	17	573	106	696	1643
04:45 PM	116	71	103	59	349	27	418	16	461	14	68	26	108	19	581	116	716	1634
Total	494	273	404	259	1430	87	1541	65	1693	75	236	94	405	80	2271	420	2771	6299
05:00 PM	132	86	121	62	401	28	443	19	490	13	66	25	104	15	575	108	698	1693
05:15 PM	150	94	149	68	461	30	468	24	522	12	80	29	121	13	597	112	722	1826
05:30 PM	134	82	157	58	431	27	449	26	502	16	74	31	121	17	617	132	766	1820
05:45 PM	125	93	169	66	453	32	458	20	510	13	86	37	136	11	642	123	776	1875
Total	541	355	596	254	1746	117	1818	89	2024	54	306	122	482	56	2431	475	2962	7214
Grand Total	1930	1263	2143	981	6317	1210	7287	272	8769	245	1353	492	2090	256	9229	1824	11309	28485
Apprch %	30.6	20.0	33.9	15.5		13.8	83.1	3.1		11.7	64.7	23.5		2.3	81.6	16.1		
Total %	6.8	4.4	7.5	3.4	22.2	4.2	25.6	1.0	30.8	0.9	4.7	1.7	7.3	0.9	32.4	6.4	39.7	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 352706
Site Code : 00352706
Start Date : 05/17/2005
Page No : 2

1954-13

	Exposition/Robertson Southbound				VENICE BLVD. Westbound				ROBERTSON BLVD. Northbound				VENICE BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	524	396	690	1610	482	1999	73	2554	77	380	147	604	82	2617	572	3271	8039
Percent	32.5	24.6	42.9		18.9	78.3	2.9		12.7	62.9	24.3		2.5	80.0	17.5		
08:30 Volume	128	104	173	405	139	478	16	633	22	107	38	167	17	670	157	844	2049
Peak Factor																	0.981
High Int.	08:15 AM				08:15 AM				08:30 AM				08:30 AM				
Volume	124	92	192	408	113	514	20	647	22	107	38	167	17	670	157	844	
Peak Factor				0.987				0.987				0.904				0.969	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	541	355	596	1492	117	1818	89	2024	54	306	122	482	56	2431	475	2962	6960
Percent	36.3	23.8	39.9		5.8	89.8	4.4		11.2	63.5	25.3		1.9	82.1	16.0		
05:45 Volume	125	93	169	387	32	458	20	510	13	86	37	136	11	642	123	776	1809
Peak Factor																	0.962
High Int.	05:15 PM				05:15 PM				05:45 PM				05:45 PM				
Volume	150	94	149	393	30	468	24	522	13	86	37	136	11	642	123	776	
Peak Factor				0.949				0.969				0.886				0.954	

3665

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

1954-14

File Name : 352708
Site Code : 00352708
Start Date : 05/18/2005
Page No : 1

Groups Printed- Turning Movement

	NATIONAL BLVD. Southbound				WASHINGTON BLVD. Westbound				NATIONAL BLVD. Northbound				WASHINGTON BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	14	62	12	88	37	224	4	265	4	174	84	262	23	91	5	119	734
07:15 AM	12	77	17	106	48	289	4	341	5	258	135	398	34	114	3	151	996
07:30 AM	10	140	35	185	36	348	15	399	5	247	114	366	38	151	3	192	1142
07:45 AM	7	195	32	234	33	319	16	368	16	251	137	404	50	183	9	242	1248
Total	43	474	96	613	154	1180	39	1373	30	930	470	1430	145	539	20	704	4120
08:00 AM	16	187	45	248	55	346	21	422	22	234	104	360	56	205	3	264	1294
08:15 AM	11	205	31	247	34	293	21	348	20	235	146	401	50	216	10	276	1272
08:30 AM	15	145	46	206	34	312	24	370	17	182	97	296	47	213	12	272	1144
08:45 AM	7	154	39	200	44	302	19	365	12	226	103	341	42	186	4	232	1138
Total	49	691	161	901	167	1253	85	1505	71	877	450	1398	195	820	29	1044	4848
*** BREAK ***																	
04:00 PM	12	232	38	282	18	144	16	178	13	129	53	195	54	215	11	280	935
04:15 PM	23	216	51	290	29	141	12	182	12	135	50	197	76	187	10	273	942
04:30 PM	13	215	31	259	27	169	18	214	16	153	42	211	63	229	9	301	985
04:45 PM	14	221	29	264	30	200	16	246	21	122	39	182	58	238	11	307	999
Total	62	884	149	1095	104	654	62	820	62	539	184	785	251	869	41	1161	3861
05:00 PM	16	228	41	285	33	187	19	239	20	146	58	224	79	220	18	317	1065
05:15 PM	13	259	31	303	34	159	16	209	16	148	48	212	70	258	10	338	1062
05:30 PM	19	254	28	301	28	192	18	238	24	167	67	258	61	248	18	327	1124
05:45 PM	16	236	43	295	28	166	23	217	18	158	60	236	66	215	11	292	1040
Total	64	977	143	1184	123	704	76	903	78	619	233	930	276	941	57	1274	4291
Grand Total	218	3026	549	3793	548	3791	262	4601	241	2965	1337	4543	867	3169	147	4183	17120
Apprch %	5.7	79.8	14.5		11.9	82.4	5.7		5.3	65.3	29.4		20.7	75.8	3.5		
Total %	1.3	17.7	3.2	22.2	3.2	22.1	1.5	26.9	1.4	17.3	7.8	26.5	5.1	18.5	0.9	24.4	

	NATIONAL BLVD. Southbound				WASHINGTON BLVD. Westbound				NATIONAL BLVD. Northbound				WASHINGTON BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	49	732	154	935	156	1270	82	1508	75	902	484	1461	203	817	34	1054	4958
Percent	5.2	78.3	16.5		10.3	84.2	5.4		5.1	61.7	33.1		19.3	77.5	3.2		
08:00 Volume	16	187	45	248	55	346	21	422	22	234	104	360	56	205	3	264	1294
Peak Factor																	
High Int.	08:00 AM				08:00 AM				07:45 AM				08:15 AM				0.958
Volume	16	187	45	248	55	346	21	422	16	251	137	404	50	216	10	276	
Peak Factor				0.943				0.893				0.904				0.955	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	64	977	143	1184	123	704	76	903	78	619	233	930	276	941	57	1274	4291
Percent	5.4	82.5	12.1		13.6	78.0	8.4		8.4	66.6	25.1		21.7	73.9	4.5		
05:30 Volume	19	254	28	301	28	192	18	238	24	167	67	258	61	248	18	327	1124
Peak Factor																	
High Int.	05:15 PM				05:00 PM				05:30 PM				05:15 PM				0.954
Volume	13	259	31	303	33	187	19	239	24	167	67	258	70	258	10	338	
Peak Factor				0.977				0.945				0.901				0.942	