



## **Attachment No. 4**

TRANSMITTED VIA EMAIL

December 8, 2016

Mr. Barry Kurtz  
City of Culver City, Public Works Engineering Division  
9770 Culver Blvd, 2nd Floor  
Culver City, California 90232

RE: Washington (11281) Mixed-Use Project Traffic Analysis

Dear Barry,

The proposed Washington (11281) Mixed-Use project is located at 11281 Washington Place in the City of Culver City (the Project). This technical memorandum contains assumptions, procedures and results of the Project traffic impact analysis for the study area surrounding the Project site.

The traffic impact analysis documented in the following technical memorandum incorporates a detailed evaluation of traffic conditions at two Project area study intersections, four residential street segments and two segments of the alley on the north side of the Project site. These intersections and street segments are the locations contained in the approved Memorandum of Understanding (MOU) with the City of Culver City (the City) for the Project traffic impact analysis. The MOU establishes the assumptions and parameters that were followed in this technical memorandum. The approved MOU is included as Appendix A.

Two Project site adjacent intersections, four residential street segments and two segments of the alley on the north side of the Project site were selected for inclusion in the traffic impact analysis. In addition, one of the study intersections is STOP controlled and was selected for a signal warrant analysis, which is included in Appendix F. The selected study locations are those most likely to be directly impacted by the traffic generated by the proposed Project. Figure 1 contains a site vicinity map of the proposed Project which depicts the locations of the Project site and study intersections. To address potential Congestion Management Program (CMP) concerns, Project traffic impacts were also analyzed for CMP locations. Regional facilities, including freeway segments near the Project site, were evaluated in the CMP analysis. In addition, per most recent agreement between Caltrans and the City of Los Angeles, which the City of Culver City agrees to, a freeway screening analysis on freeway mainline and off-ramps was analyzed based on the existing freeway capacity. No potential significant freeway impacts were identified.

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## **I. PROJECT DESCRIPTION**

The proposed Project is located at 11281 Washington Place in the City of Culver City. As shown in Figure 2 (the Conceptual Site Plan), the Project consists of a 14-unit apartment building with 5,000 square feet of ground floor retail uses. The Project site currently houses a vacant gas station/automotive center, which will be demolished to accommodate the Project.

Parking for the Project will be provided at ground level for 14 retail use parking spaces and underneath the Project building in a parking garage for 31 residential use parking spaces. The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. As shown in Figure 2, 10 of these 14 retail use parking spaces will be located adjacent to the alley at the northern boundary of the Project site, and each parking stall will provide direct access to/from that alley. Vehicular access to the rest of retail use parking spaces and residential use parking spaces is anticipated to be from a driveway located at the northeast corner of the Project site, which connects to the east-west alley along the northern boundary of the Project site.

## **II. EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE**

The exiting traffic conditions in the Project area were determine by the collection and analysis of traffic volume data conducted as described in this section. Also described are the results of the traffic analysis under the existing conditions.

### ***II.1 Traffic Volume Data Collection***

Traffic volumes for existing weekday conditions at the two study intersections, four street segments and two segments of the alley on the north side of the Project site were obtained from traffic counts conducted in November, 2016. In accordance with the City of Culver City Traffic Study Policies and Procedures, the traffic counts were conducted on a regular weekday when most schools were in session. For study intersections, AM and PM peak-hour volumes were determined individually for each intersection. The volumes were based on the combined four highest consecutive 15-minute increment volumes for all vehicular movements at each intersection during the 7 to 10 AM and 3 to 6 PM periods, respectively. Weekday peak-hour volumes at the study intersections are illustrated in Figure 3. The manual intersection traffic count data sheets are provided in Appendix B. Other data (i.e., intersection geometrics, parking-related curb restrictions and traffic signal operations) were obtained through field surveys at the study locations. The intersection lane configurations and signal operations information are provided in Appendix C. For study street segments, daily traffic volumes were collected and the count data sheets are also provided in Appendix B. The residential street segment analysis procedures and results are described in Section V of the report.

### ***II.2 Intersection LOS Calculation Methodology***

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. In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level 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**

| <b><u>Maximum Sum of Critical Volumes (VPH)</u></b> |                          |                           |                                   |
|-----------------------------------------------------|--------------------------|---------------------------|-----------------------------------|
| <b><u>Level of Service</u></b>                      | <b><u>Two Phase</u></b>  | <b><u>Three Phase</u></b> | <b><u>Four or More Phases</u></b> |
| 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                                                   | <b>1,500</b>             | <b>1,425</b>              | <b>1,375</b>                      |
| F                                                   | -----Not Applicable----- |                           |                                   |

**Note:**

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

"Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E for signalized intersections, as indicated in Table 1. For an unsignalized intersection, an intersection capacity of 1,200 cars per hour was assumed in the analysis. The 1,200 capacity was applied to TWO-WAY STOP controlled intersection – Globe Avenue & Washington Place.

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: Traffic Study Criteria for the Review of Proposed Development Projects within the City of Culver City, July 2012.

### **II. 3 Existing LOS Conditions**

An analysis of existing traffic conditions at the two study intersections shows that both study intersections are currently operating at Level of Service (LOS) A during both the weekday AM and PM peak hours. Table 3 shows the existing weekday AM and PM peak-hour LOS values for the study intersections. The level of service calculation worksheets are included in Appendix D.

**Table 3**  
**Existing (2016) Level of Service Summary**

| <u>No.</u> | <u>Intersection</u>             | <u>Existing Condition</u> |            |                     |            |
|------------|---------------------------------|---------------------------|------------|---------------------|------------|
|            |                                 | <u>AM Peak Hour</u>       |            | <u>PM Peak Hour</u> |            |
|            |                                 | <u>CMA</u>                | <u>LOS</u> | <u>CMA</u>          | <u>LOS</u> |
| 1          | Sawtelle Blvd. & Washington Pl. | 0.534                     | A          | 0.576               | A          |
| 2          | Globe Ave. & Washington Pl.     | 0.446                     | A          | 0.415               | A          |

### III. PROJECT TRAFFIC

The following section contains information describing the vehicular trip generating characteristics of the proposed Project. This section also outlines the methodology used to estimate the trip generation, distribution and assignment of the Project site.

#### III. 1 Project Trip Generation

The traffic generating characteristics of numerous land uses are identified in Trip Generation, 9th Edition published in 2012 by the Institute of Transportation Engineers (ITE). This manual is recognized as the industry standard for trip generation documentation and provides information on the trip-making profiles for many land uses, including the apartment and retail uses proposed at the Project site.

The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factor as pass-by trips. This factor plays a significant role in determining the actual traffic generating characteristics of the Project's retail use, and therefore, adjustments to the traffic generation estimates were deemed appropriate. Other factors are also cited by ITE as not being fully accounted for, such as internal; transit trips and walk-in trips in urban areas. Conservatively, no adjustment was made for those other factors,

On the basis of the trip generation rates shown in Table 4, estimates of the Project's traffic were determined and are summarized in Table 5. An estimated 259 net daily trips will be generated by the proposed Project, including 11 AM peak-hour trips and 19 PM peak-hour trips for area intersections.

**Table 4**  
**Project Component Trip Generation Rates**

#### LU Use/Description

##### 220 Apartments

|               |                              |              |               |
|---------------|------------------------------|--------------|---------------|
| Daily:        | 6.65 Trips per Dwelling Unit |              |               |
| AM Peak Hour: | 0.51 Trips per Dwelling Unit | Inbound: 20% | Outbound: 80% |
| PM Peak Hour: | 0.62 Trips per Dwelling Unit | Inbound: 65% | Outbound: 35% |

##### 826 Specialty Retail

|                 |                     |              |               |
|-----------------|---------------------|--------------|---------------|
| Daily:          | 44.32 Trips per KSF |              |               |
| AM Peak Hour: * | 0.96 Trips per KSF  | Inbound: 62% | Outbound: 38% |
| PM Peak Hour:   | 2.71 Trips per KSF  | Inbound: 44% | Outbound: 56% |

#### Source:

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

\* AM peak hour trip generation rate not available, assumed ITE LU820 - Shopping Center

AM peak hour rates and inbound/outbound splits.

**Table 5**  
**Project Traffic Generation**

| LU                                                    | Use/Description | Size | Units | Daily | AM Peak Hour |     |       | PM Peak Hour |     |       |
|-------------------------------------------------------|-----------------|------|-------|-------|--------------|-----|-------|--------------|-----|-------|
|                                                       |                 |      |       |       | I/B          | O/B | Total | I/B          | O/B | Total |
| PROPOSED USES                                         |                 |      |       |       |              |     |       |              |     |       |
| 220                                                   | Apartments      | 14   | du    | 93    | 1            | 6   | 7     | 6            | 3   | 9     |
| 826                                                   | Retail          | 5.00 | ksf   | 222   | 3            | 2   | 5     | 6            | 8   | 14    |
|                                                       | Subtotal [A]    |      |       | 315   | 4            | 8   | 12    | 12           | 11  | 23    |
| Pass-by Trips                                         |                 |      |       |       |              |     |       |              |     |       |
|                                                       | Apartments      | 0%   |       | 0     | 0            | 0   | 0     | 0            | 0   | 0     |
|                                                       | Retail          | 25%  |       | (56)  | (1)          | 0   | (1)   | (2)          | (2) | (4)   |
|                                                       | Subtotal [B]    |      |       | (56)  | (1)          | 0   | (1)   | (2)          | (2) | (4)   |
| [C] Area Intersection Trips (Proposed Uses) = [A]+[B] |                 |      |       | 259   | 3            | 8   | 11    | 10           | 9   | 19    |

### **III. 2 Project Trip Distribution and Assignment**

Estimation of the geographic distribution of Project trips was the next step in the analytical process. The trip distribution patterns for the Project were determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project site and its proximity to major travel routes such as freeways and rail lines, and other factors.

Total Project trips, calculated in Table 5, were assigned to specific routes serving the Project area. The Project trip assignment percentages are presented in Figure 4. As noted, Project development area driveway locations, driveway turn restrictions and access factors were considered in the assignment of Project trips. The results of these traffic assignments provide the necessary level of detail to conduct the traffic analysis. Figure 5 illustrates the total AM and PM peak-hour traffic increases on the nearby street system resulting from the proposed Project. To be conservative, pass-by credit was not applied to the two Project site adjacent study intersections, four residential street segments and two segments of the alley on the north side of Project site.

#### IV. WITH PROJECT TRAFFIC LEVEL OF SERVICE CONDITIONS

The traffic Level of Service analysis considers the impact of the Project under two scenarios. It compares the “Existing” and “Existing Plus Project” cases to determine the Project impacts without consideration of cumulative growth. In addition, our analysis determines the Project impacts under the scenario that cumulative growth does occur through a comparison of the Future (2020) “Without Project” and “With Project” scenarios. This following section contains the impact analyses of the Project traffic impacts under both scenarios.

##### *IV. 1 Significant Traffic Impact Criteria*

The City of Culver City defines a significant traffic impact attributable to a project based on a “stepped scale” as summarized in Table 6.

**Table 6**  
**City of Culver City Criteria for Significant Traffic Impact**

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

##### *IV. 2 Existing (2016) With Project Conditions*

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

Table 7 presents the results of the CMA and LOS analysis of the Existing (2016) and Existing With Project conditions. As shown in Table 7, no study intersections would be significantly impacted by the Project traffic under the Existing (2016) conditions. (The CMA calculations for these traffic conditions are included in Appendix D.)

**Table 7**  
**CMA and LOS Summary**  
**Existing (2016) With Project Traffic Conditions**

| <b>No.</b> | <b><u>Intersection</u></b>               | <b><u>Peak</u></b><br><b><u>Hour</u></b> | <b><u>Existing</u></b> |                   | <b><u>Existing + Project</u></b> |                   |                      |
|------------|------------------------------------------|------------------------------------------|------------------------|-------------------|----------------------------------|-------------------|----------------------|
|            |                                          |                                          | <b><u>CMA</u></b>      | <b><u>LOS</u></b> | <b><u>CMA</u></b>                | <b><u>LOS</u></b> | <b><u>Impact</u></b> |
| 1.         | Sawtelle Boulevard &<br>Washington Place | AM                                       | 0.534                  | A                 | 0.535                            | A                 | 0.001                |
|            |                                          | PM                                       | 0.576                  | A                 | 0.577                            | A                 | 0.001                |
| 2.         | Globe Avenue &<br>Washington Place       | AM                                       | 0.446                  | A                 | 0.446                            | A                 | 0.000                |
|            |                                          | PM                                       | 0.415                  | A                 | 0.417                            | A                 | 0.002                |

An \* indicates a significant impact (per City of Culver City).

#### ***IV. 3 Future (2020) With Project Conditions***

There are a number of projects under construction or planned for development in the Project vicinity which may contribute to traffic volumes in the study area. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by projects that have not yet been developed. Based on analyses of trends in traffic growth in this portion of Culver City over the last several years, as documented in the Los Angeles County Congestion Management Program (CMP), the City of Culver City staff has determined that using an annual traffic growth factor of 1.5 percent is reasonable. This growth factor is used to account for increases in traffic resulting from potential development projects in the study area. The ambient traffic growth factor was applied to the existing 2016 traffic volumes to develop the estimated volumes for the future (2020) conditions. The result represents the traffic volumes for the analysis of future (2020) conditions. Finally, Project traffic was analyzed as an incremental addition to the Future (2020) Without Project condition to determine the Future (2020) With Project condition.

##### ***IV.3.A Future Roadway Network***

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. The intersection of Sawtelle Boulevard & Washington Place is now operating under a system similar to Los Angeles's ATSAC (Automated Traffic Surveillance and Control) System. 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. These intersection capacity improvements have been incorporated in the analysis of existing (2016) and future (2020) traffic conditions for the signalized study intersection.

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. In the Project vicinity, the Culver City Bicycle and Pedestrian Master Plan calls for the installation of bicycle lanes on Washington Place and Sharrows along Sawtelle Boulevard. After the approval of this plan in March of 2012, the bike lanes on Washington Place were added, and are currently in place throughout the Project vicinity. South of Washington Place, Sharrows have been added to Sawtelle Boulevard. As of yet, no sharrows have been added to the section of Sawtelle Boulevard north of Washington Place, however the future installation of these Sharrows will not affect roadway configurations. Therefore, no future lane configurations are expected to change. The City of Culver City Public Works department also did not indicate any future roadway improvements near the Project site. The existing and future lane configurations are shown in Appendix C and were applied to the future (2020) conditions.

#### **IV.3.B Surface Street Impacts**

Figure 7 shows the future (2020) AM and PM peak-hour traffic volumes for the Without Project condition. Figure 8 shows the Future (2020) With Project traffic volumes. For consistency and compatibility, the same lane configurations were assumed for both the With and Without Project scenarios.

Using these assumptions, Table 8 presents the results of the AM and PM peak-hour analysis of future traffic conditions. These include Without and With Project traffic conditions at the study intersections. As shown in Table 8, no study intersections would be significantly impacted by Project traffic under the future (2020) conditions. Level of Service calculation worksheets are included in Appendix D.

**Table 8**  
**Level of Service Summary**  
**Future (2020) Traffic Conditions**

| <b>No.</b> | <b><u>Intersection</u></b>               | <b><u>Peak</u><br/><u>Hour</u></b> | <b><u>Future</u></b> |                   | <b><u>Future + Project</u></b> |                   |                      |
|------------|------------------------------------------|------------------------------------|----------------------|-------------------|--------------------------------|-------------------|----------------------|
|            |                                          |                                    | <b><u>CMA</u></b>    | <b><u>LOS</u></b> | <b><u>CMA</u></b>              | <b><u>LOS</u></b> | <b><u>Impact</u></b> |
| 1.         | Sawtelle Boulevard &<br>Washington Place | AM                                 | 0.571                | A                 | 0.572                          | A                 | 0.001                |
|            |                                          | PM                                 | 0.616                | A                 | 0.618                          | A                 | 0.002                |
| 2.         | Globe Avenue &<br>Washington Place       | AM                                 | 0.473                | A                 | 0.473                          | A                 | 0.000                |
|            |                                          | PM                                 | 0.440                | A                 | 0.441                          | B                 | 0.001                |

An \* indicates a significant impact (per City of Culver City).

Additionally, to address City concern at the intersection of Globe Avenue & Washington Place, a signal warrant analysis was conducted and is included in Appendix F. The signal warrants in the California Manual on Uniform Traffic Control Devices (CAMUTCD) were utilized. Counts of the existing traffic volumes during the weekday daytime (7Am to 7PM) were conducted at this intersection. These counts were factored

upward through the year 2020 using the ambient annual growth factor. Project trips were then added to estimate the year 2020 With Project volumes that were reviewed against the signal warrant values. Conservatively, the AM peak hour Project trip generation calculated in Table 3 was applied for all AM hours, and the PM peak hour Project generation was applied to all PM hours. As shown in Appendix F, it is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

#### ***IV.3.C Impacts on Regional Transportation System***

The Los Angeles County CMP requires that all CMP intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring intersections are Overland Avenue & Venice Boulevard and Centinela Avenue & Venice Boulevard, approximately one mile northeast and west of the Project, respectively. A review of the Project trip generation shows that the proposed Project will generate less than 50 trips during both peak hours. Thus, neither of these CMP intersections will be impacted by 50 or more vehicles during peak hours, and no CMP intersection analysis was performed.

In addition to the arterial intersection analysis requirements, the CMP requires review of Freeway segments to which the Project would add 150 or more trips per hour in either direction. The CMP freeway segments nearest to the Project were reviewed on the San Diego Freeway (I-405) north of Venice Boulevard, approximately ½ mile north of the Project site, and the Santa Monica Freeway (I-10) east of Overland Avenue, approximately 1 ½ miles north of the Project site. As shown in Table 3, the Project will generate less than 150 directional trips during both peak hours; therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no detailed CMP freeway mainline analysis was performed.

#### ***IV.3.D Freeway Impact Screening Analysis***

Per First Amendment to the Agreement between The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015, which is agreed to by the City of Culver City, a detailed freeway analysis is required for land use proposals that meet any of the following criteria:

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

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

The Project trips along I-405 Freeway mainline were analyzed and the results are included in Table 11. As shown in Table 9, the Project's peak hour trips would result in less than 1% increase to the freeway mainline capacity. Therefore, a freeway mainline impact analysis is not required.

**Table 9**  
**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-405 Fwy               | NB               | 1                    | 2         | 4                 | 8000                     | 0.01%             | 0.03%     | 1.00%                            | <b>No</b>                 |
| s/o Washington Pl.      | SB               | 2                    | 2         | 4                 | 8000                     | 0.03%             | 0.03%     | 1.00%                            | <b>No</b>                 |
| I-405 Fwy               | SB               | 1                    | 2         | 5                 | 10000                    | 0.01%             | 0.02%     | 1.00%                            | <b>No</b>                 |
| n/o Venice Bl.          | NB               | 2                    | 2         | 5                 | 10000                    | 0.02%             | 0.02%     | 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 that the Project traffic traveling the most is I-405 Freeway off-ramps, which were analyzed and the results are included in Table 10. As shown in Table 10, the Project's peak hour trips would result in less than 1% increase to the freeway ramp capacity. Therefore, a freeway off-ramp impact analysis is not required.

**Table 10**  
**Freeway Ramp Screening Analysis**

| <u>Off-Ramp Location</u>               | <u>Direction</u> | <u>Project Trips</u> |           | <u># of Lanes</u> | <u>Ramp Capacity</u> | <u>by Project</u> |           | <u>Percentage For Screening*</u> | <u>Requires Analysis?</u> |
|----------------------------------------|------------------|----------------------|-----------|-------------------|----------------------|-------------------|-----------|----------------------------------|---------------------------|
|                                        |                  | <u>AM</u>            | <u>PM</u> |                   |                      | <u>AM</u>         | <u>PM</u> |                                  |                           |
| I-405 Fwy NB Off-Ramp to Sepulveda Bl. | NB               | 1                    | 2         | 1                 | 850                  | 0.1%              | 0.2%      | 1.00%                            | <b>No</b>                 |
| I-405 Fwy SB Off-Ramp to Sawtelle Bl.  | SB               | 1                    | 2         | 1                 | 850                  | 0.1%              | 0.2%      | 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.

## V. STREET SEGMENT IMPACT ANALYSIS

Four Project site adjacent residential street segments were analyzed to determine if the Project's traffic would significantly impact these residential streets. In addition, two segments of the alley on the north side of the Project site were reviewed to determine the volume of traffic without and with the Project. These street segments are listed below:

### Residential Street:

1. Sawtelle Boulevard, north of Alley
2. Sawtelle Boulevard, south of Alley
3. Globe Avenue, north of Alley
4. Globe Avenue, south of Alley

### Alley:

1. Alley, east of Sawtelle Boulevard
2. Alley, west of Globe Avenue

### ***V.1 Residential Street Segment Impact Analysis***

The City of Culver City deems residential street segment analysis necessary to determine if a project creates a significant impact on a local residential street. Streets with higher average daily traffic volume require a lower percentage increase in traffic to be considered significantly impacted. According to Culver City's guidelines, a local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as noted in Table 11:

**Table 11**  
**Thresholds for Significant Impacts on Residential Street Segments**

| <b>Project ADT with Project (Final ADT)</b> | <b>Project-Related Increase in ADT</b> |
|---------------------------------------------|----------------------------------------|
| 0 to 999                                    | 120 or more                            |
| 1,000 to 1,999                              | 12 percent or more of Final ADT        |
| 2,000 to 2,999                              | 10 percent or more of Final ADT        |
| 3,000 or more                               | 8 percent or more of Final ADT         |

The Project-related ADT was calculated using the same trip generation and distribution methodology as described in Section III. Final ADT was calculated using the same general methodology used to calculate future intersection volumes, as described in Section III. First, existing (2016) ADT volumes were collected for each of the four residential street segments over a 24-hour period. These existing ADT volumes were then factored by a growth rate and combined with daily Project volumes to create future (2020) with project ADT conditions.

A summary of the Residential Street Segment Impact Analysis is provided below in Table 12. As shown, none of the residential street segments are anticipated to be significantly

impacted by Project traffic for the Future (2020) scenario. Therefore, Project traffic is not expected to have a significant impact on any residential street segments.

**Table 12**  
**Residential Street Segment Impact Analysis Summary**

|                                         | Existing<br>(2016)<br>ADT | Future<br>(2020)<br>Without<br>Project<br>ADT | Project-<br>Related<br>ADT | Final<br>(2020)<br>ADT | Project %<br>Increase in<br>ADT or #<br>of Trips* | Significant? |
|-----------------------------------------|---------------------------|-----------------------------------------------|----------------------------|------------------------|---------------------------------------------------|--------------|
| 1 Sawtelle Boulevard,<br>north of Alley | 20,024                    | 21,253                                        | 165                        | 21,418                 | 1%                                                | No           |
| 2 Sawtelle Boulevard,<br>south of Alley | 19,485                    | 20,681                                        | 134                        | 20,815                 | 1%                                                | No           |
| 3 Globe Avenue,<br>north of Alley       | 198                       | 210                                           | 0                          | 210                    | 0 trips                                           | No           |
| 4 Globe Avenue,<br>south of Alley       | 369                       | 392                                           | 16                         | 408                    | 16 trips                                          | No           |

\* Project trips if ADT trips less than 1,000.

## ***V.2 Alley Traffic Without and With Project***

Two segments of the alley on the north side of the Project site were reviewed to determine the volume of traffic under both the without and with the Project conditions. As summarized in Table 13, under both without and with Project conditions, the traffic volumes along alley on the north side of the Project site remain at relatively low levels (less than 1,000 trips a day).

**Table 13**  
**Alley Traffic Without and With Project**

|                                     | Existing<br>(2016) ADT | Future<br>(2020)<br>Without<br>Project ADT | Project-<br>Related<br>ADT | Final (2020)<br>ADT |
|-------------------------------------|------------------------|--------------------------------------------|----------------------------|---------------------|
| 1 Alley, east of Sawtelle Boulevard | 122                    | 129                                        | 299                        | 428                 |
| 2 Alley, west of Globe Avenue       | 127                    | 135                                        | 16                         | 151                 |

## VI. SYNCHRO QUEUEING ANALYSIS

A Synchro Queuing Analysis was conducted to address the increasing traffic concerns of the potential delay on southbound traffic along Globe Avenue at Washington Place, slightly east of the Project site. Synchro traffic simulation analysis was conducted at the intersection of Globe Avenue and Washington Place. The same lane configuration was assumed as in the Analysis of Future (2020) Traffic Conditions, Without and With Project subsections.

This analysis was performed using Synchro Version 9 software. The future year operational analysis was conducted using the operational analysis methodology of the 2010 Highway Capacity Manual (HCM), which takes into account signal operations, producing existing volume-to-capacity (V/C) ratios and vehicular delays at these locations. Specifically, this method assesses the effects of signal type, timing, phasing and progression; vehicle mix; and geometrics on delay. The results of the analysis are included in Appendix E and summarized below.

The 95<sup>th</sup> percentile queuing lengths of the Globe Avenue southbound queueing at its intersection with Washington Place under the Future (2020) Without and With Project conditions are summarized in Table 14. As shown in Table 14, the 95<sup>th</sup> percentile queuing lengths would only increase the Globe Avenue southbound queuing length by less than 1 foot during both AM and PM peak hour. Therefore, the Project would not cause significant southbound delay along Globe Avenue at Washington Place.

**Table 14**  
**Queue Length Summary**  
**Globe Avenue Southbound Turns at Washington Place**

| <u>Movement</u> | <u>Peak Hour</u> | <u>Without Project</u><br><u>95th Percentile</u> | <u>With Project</u><br><u>95th Percentile</u> | <u>Queue Increase</u><br><u>95th Percentile</u> |
|-----------------|------------------|--------------------------------------------------|-----------------------------------------------|-------------------------------------------------|
| Globe Ave. SB   | AM               | 5 ft                                             | 5 ft                                          | 0 ft                                            |
|                 | PM               | 12 ft                                            | 13 ft                                         | 1 ft                                            |

## VII. BICYCLE AND PEDESTRIAN NETWORK

The City of Culver City Bicycle & Pedestrian Master Plan was adopted by City Council on November 8, 2010 and BPA approval received on March 29, 2012. This bicycle and pedestrian master plan is the City's first comprehensive plan for bicycling and walking. There are several second tier bicycle improvement projects proposed in the City's bicycle network in the Project vicinity:

- o The installation of bicycle lanes on Washington Place between Washington Boulevard and Albright Avenue – After the approval of this plan in March of 2012, these bike lanes on Washington Place near the Project site were added, and are currently in place on that roadway throughout the Project vicinity.

- o The installation of Sharrows along Sawtelle Boulevard between Venice Boulevard and Overland Avenue – After the approval of this plan in March of 2012, Sharrows have been added to Sawtelle Boulevard south of Washington Place. As of yet, no Sharrows have been added to the section of Sawtelle Boulevard north of Washington Place, however the future installation of these Sharrows will not affect roadway configurations. The proposed Project shall be responsible for the installation of Sharrows and related signage on Sawtelle Boulevard between Venice Boulevard and Washington Place. The project shall also be responsible for the installation of continental style crosswalks at all legs of the intersection of Sawtelle Boulevard and Washington Place. These measures are in conformance with Culver City's Bicycle and Pedestrian Master Plan.

## VIII. SUMMARY

The above analysis has been prepared with the assumptions and parameters outlined in the MOU signed on November 1, 2016. Based on the results of this analysis, the proposed Washington (11281) Mixed-Use Project will not have significant traffic impacts at any study intersections and residential street segments.

To address City staff concern at the intersection of Globe Avenue & Washington Place, a Synchro delay analysis was conducted for the southbound traffic along Globe Avenue at Washington Place, which confirmed that the Project traffic would not cause significant delay for southbound traffic at this location. In addition, a signal warrant analysis was conducted and included in Appendix F. It is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

To address neighborhood concerns about Project motorists entering the Alley en route to Globe Avenue, the project shall be responsible to install a NO RIGHT TURN SIGN for motorists exiting the Project's driveway in the Alley.

The proposed Project shall be responsible for the installation of Sharrows and related signage on Sawtelle Boulevard between Venice Boulevard and Washington Place. The project shall also be responsible for the installation of continental style crosswalks at all legs of the intersection of Sawtelle Boulevard and Washington Place. These measures are in conformance with Culver City's Bicycle and Pedestrian Master Plan.

Sincerely,  
Crain & Associates



Helen Shi, PE  
Transportation Engineer  
TE 2474, CE 75894

## FIGURES

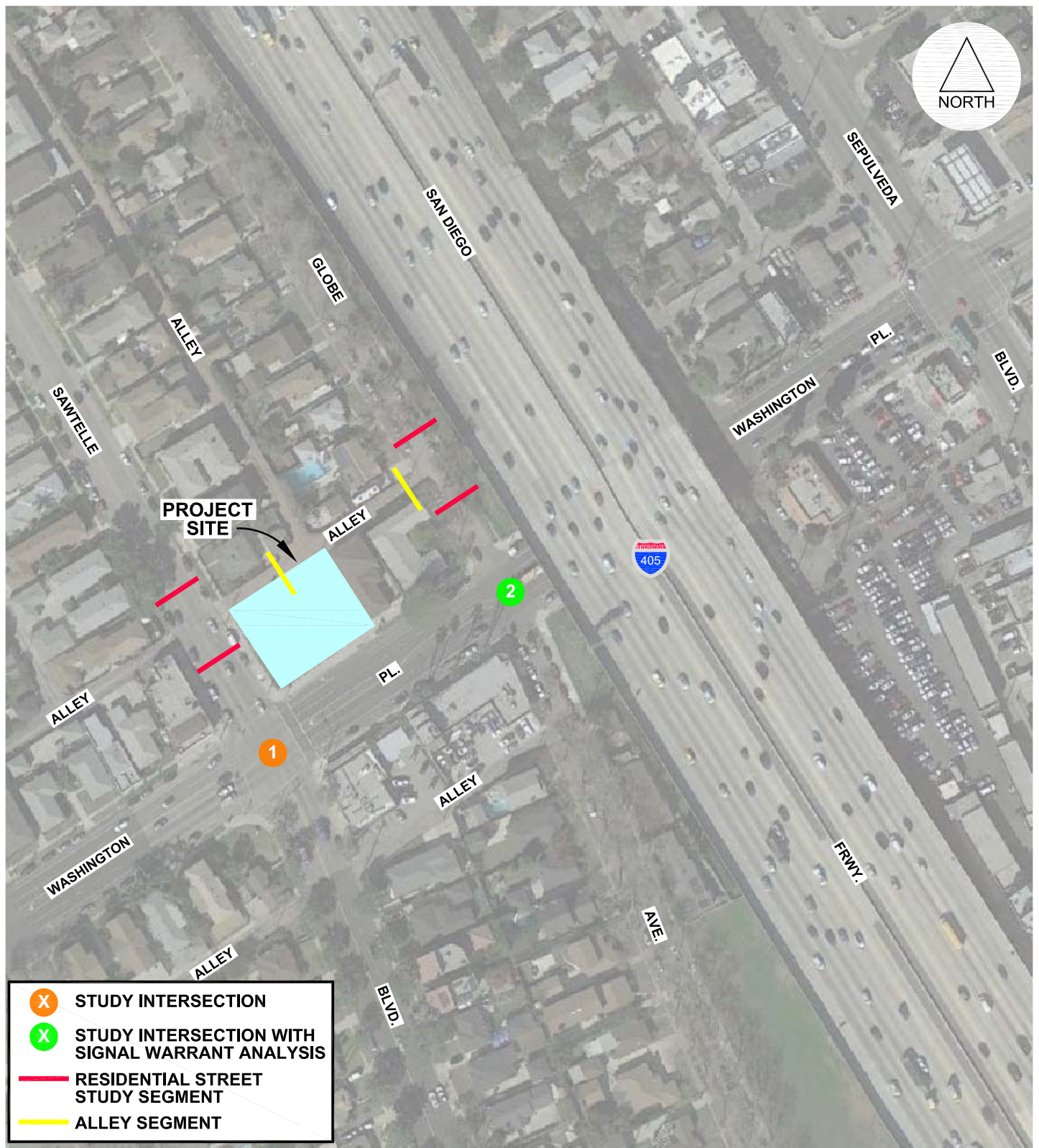


FIGURE 1

11/22/2016

FN: WASHINGTON(11281)MIXED USE CO-STUDY-INTS

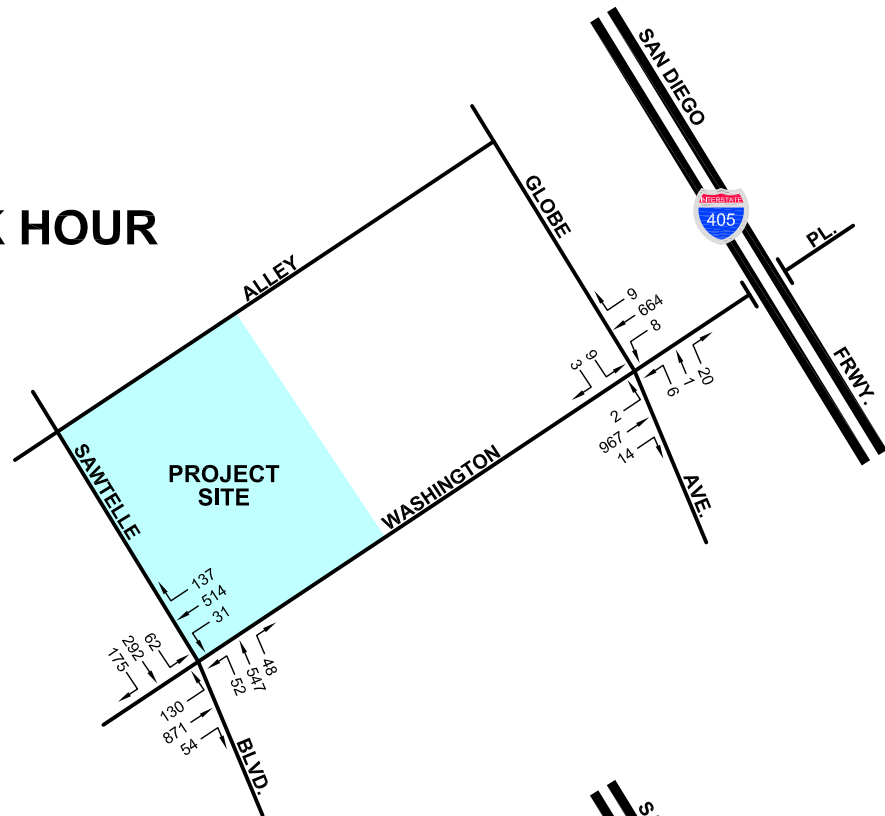
## SITE VICINITY AND STUDY INTERSECTIONS LOCATION MAP



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## AM PEAK HOUR



## PM PEAK HOUR

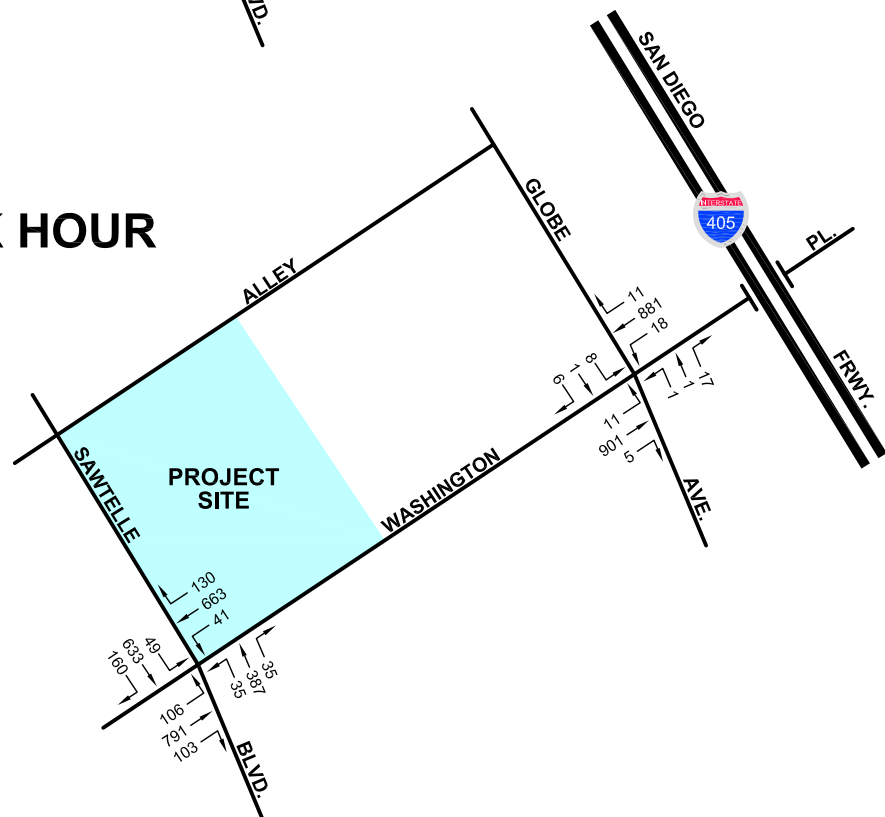


FIGURE 3

11/16/2016

FN: Washington(11281)/2016

EXISTING (2016) TRAFFIC VOLUMES



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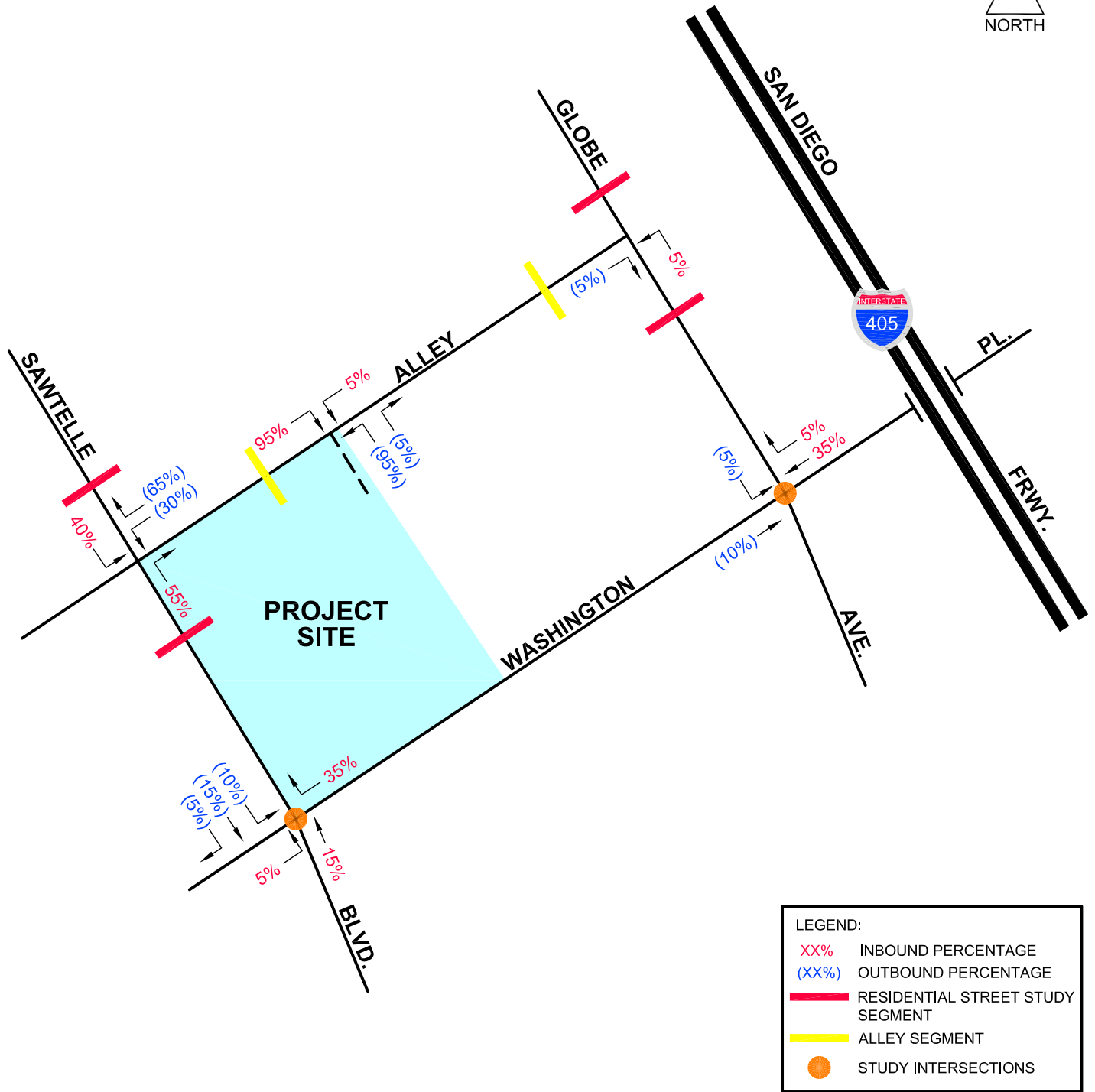


FIGURE 4

11/16/2016

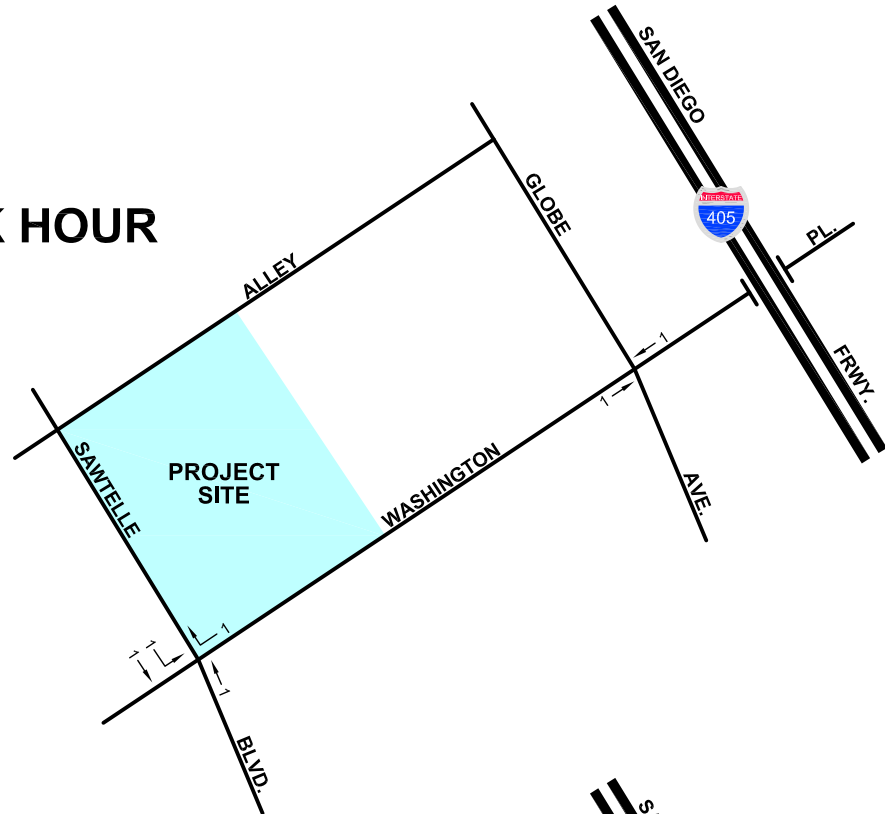
FN: Washington(11281)PROJ-ASSIGNMENT

## PROJECT TRAFFIC ASSIGNMENT PERCENTAGES



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## AM PEAK HOUR



## PM PEAK HOUR

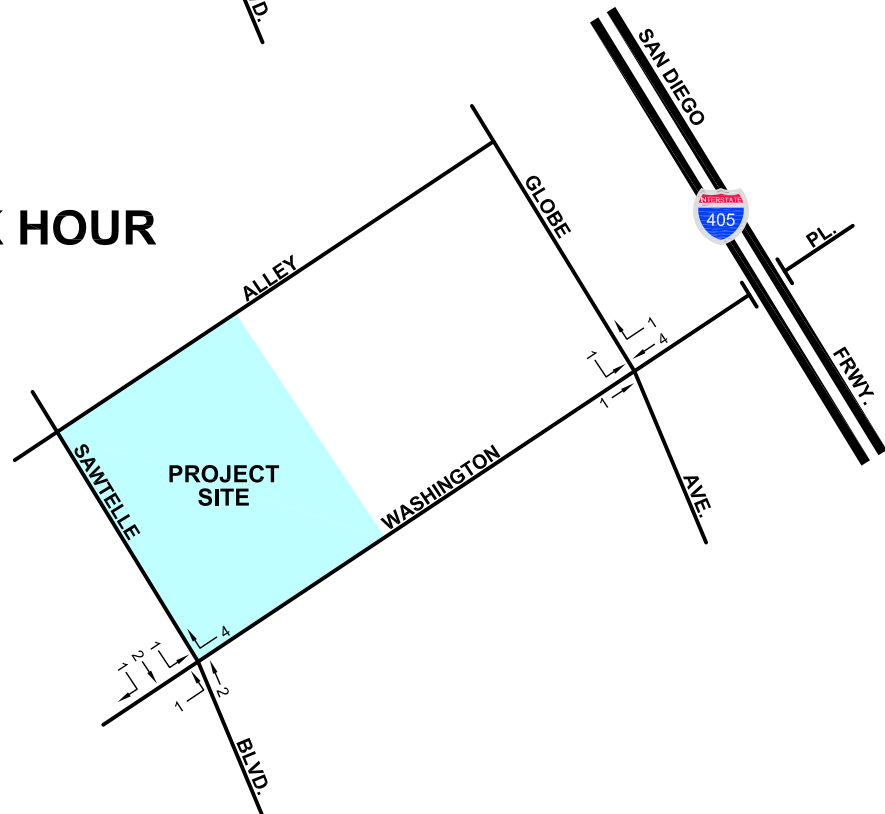


FIGURE 5

11/28/2016

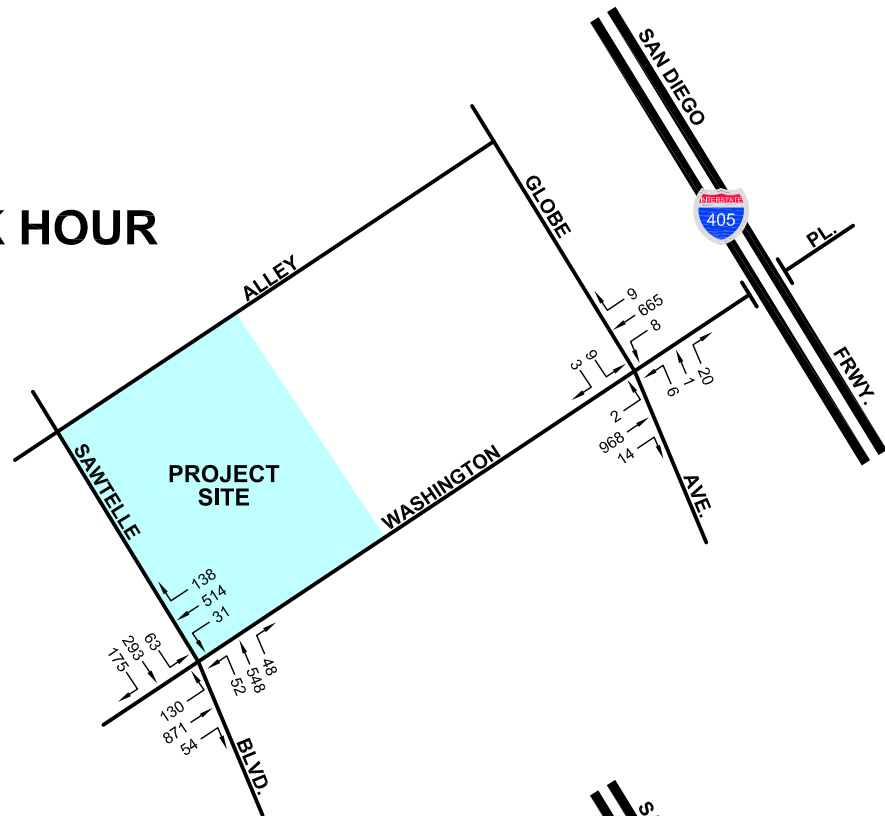
FN: Washington(11281)/PROJ-VOLS

## PROJECT TRAFFIC VOLUMES



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## AM PEAK HOUR



## PM PEAK HOUR

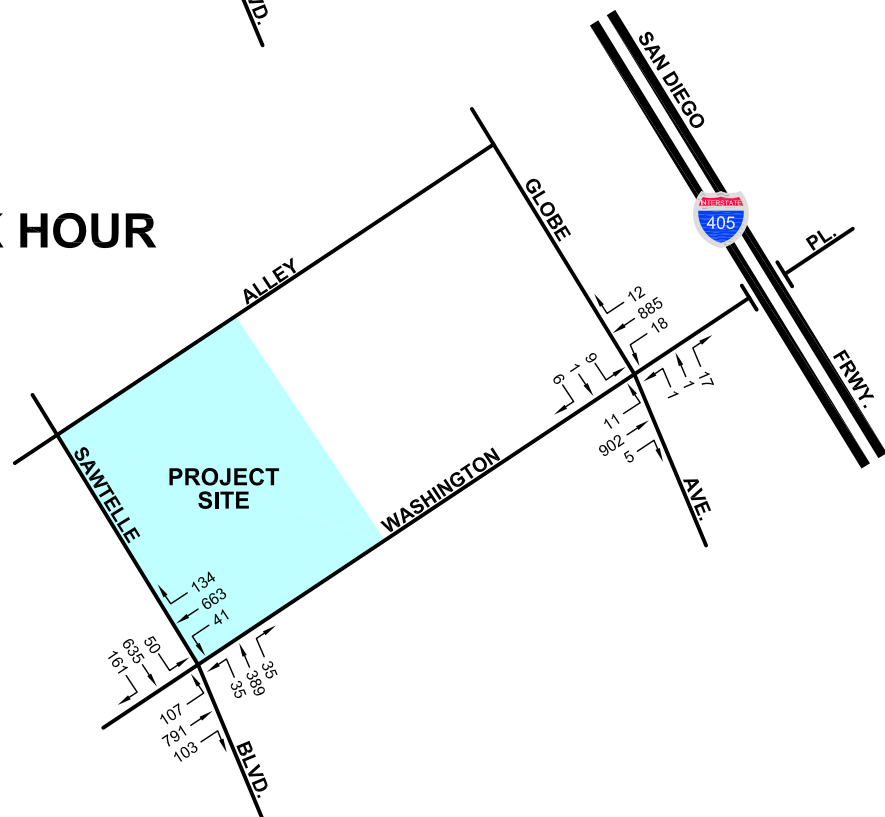


FIGURE 6

11/16/2016

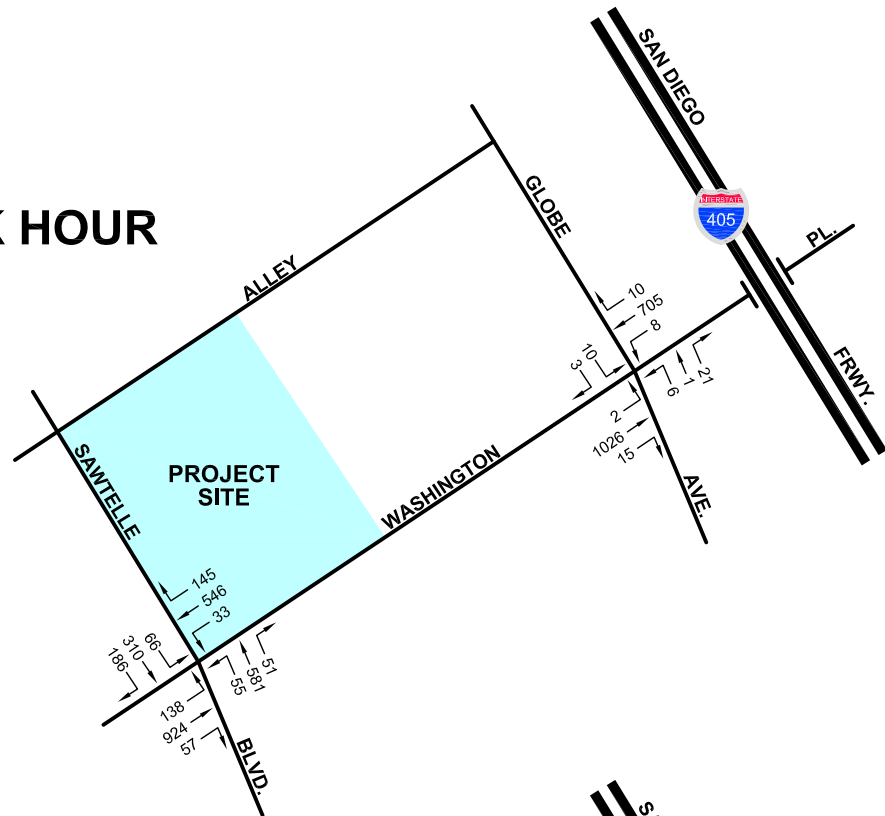
FN: Washington(11281)/2016+PROJ

EXISTING (2016) WITH PROJECT TRAFFIC VOLUMES



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## AM PEAK HOUR



## PM PEAK HOUR

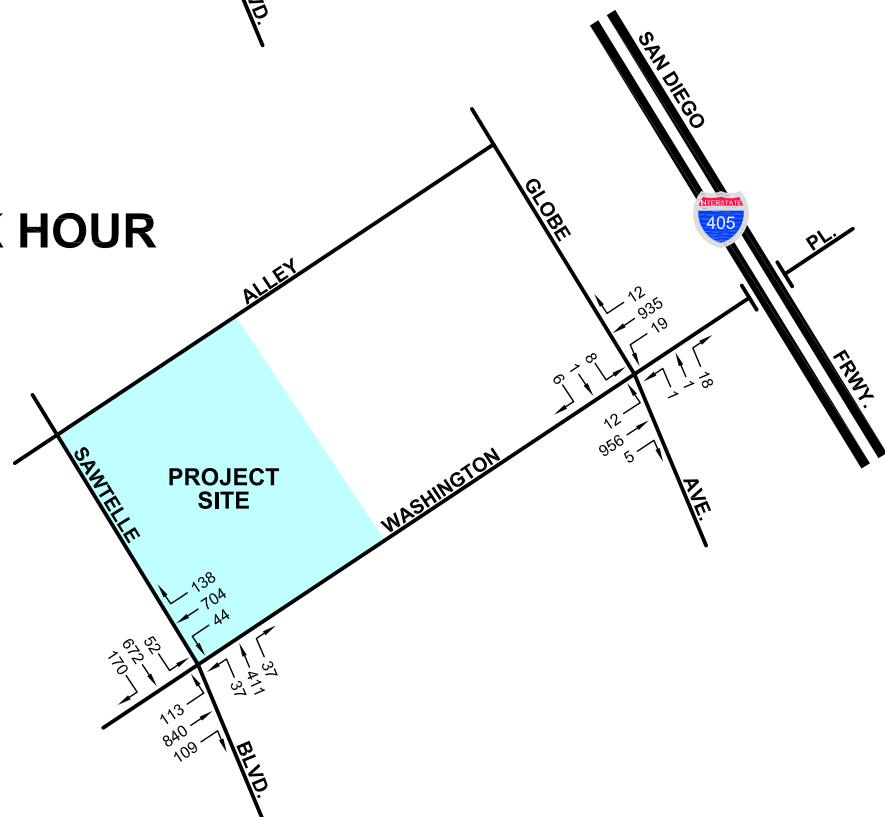


FIGURE 7

11/17/2016

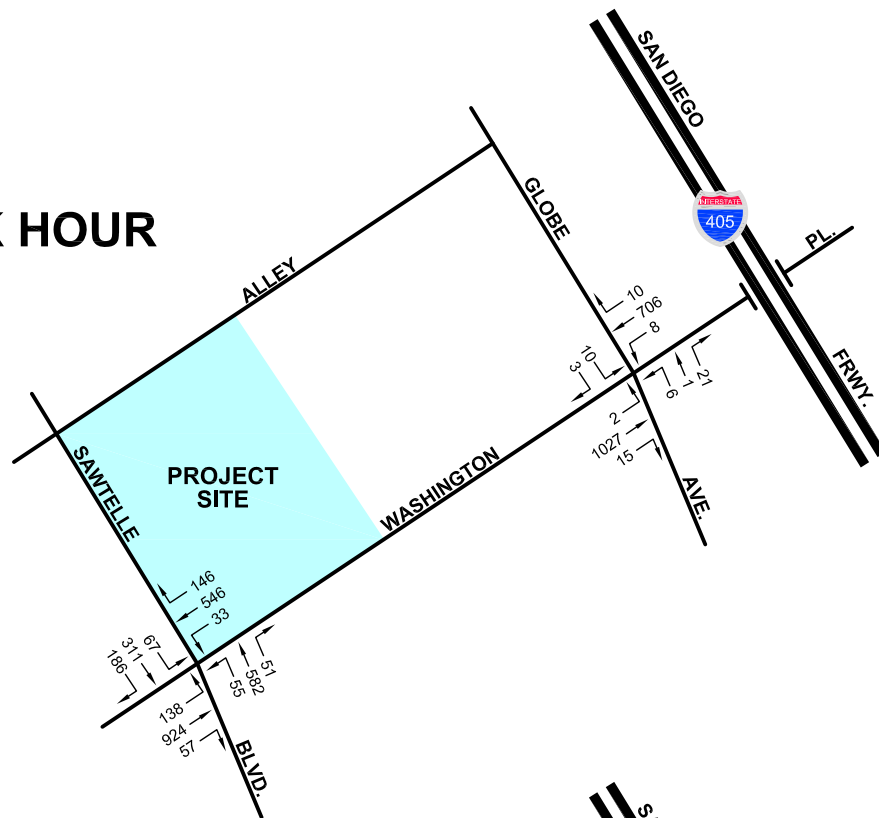
FN: Washington(11281)/2020

FUTURE (2020) WITHOUT PROJECT TRAFFIC VOLUMES



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## AM PEAK HOUR



## PM PEAK HOUR

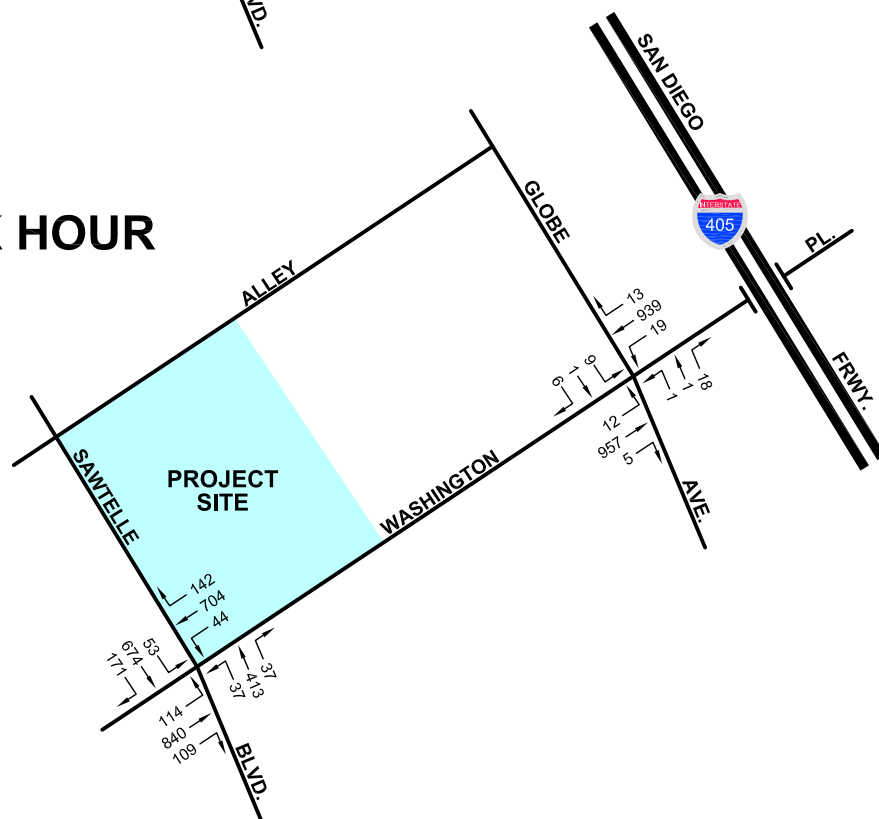


FIGURE 8

11/17/2016

FN: Washington(11281)/2020+PROJ

FUTURE (2020) WITH PROJECT TRAFFIC VOLUMES



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**APPENDIX A**  
**TRAFFIC STUDY – MEMORANDUM OF UNDERSTANDING (MOU)**

## 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 (11281) Mixed-Use (Residential & Retail) Project

Project Address: 11281 Washington Boulevard, Culver City

Project Description: Mixed-use building with 14 apartment units and 5,000 square feet of retail (See Attachment 1 for Conceptual Site Plan)

Geographic Distribution: N 40% S 15% E 40% W 5%  
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: 1.5% per yr.

Related Projects: 1.5% per year ambient growth rate to account for related project volumes.

Subject to Freeway Impact Analysis Screening review: YES    NO X (See attachment 4)

City of Culver City Bicycle & Pedestrian Master Plan Analysis (Site Vicinity): YES X NO   

### Study Intersections [See Attachment 5 for location map]

1. Sawtelle Blvd. & Washington Pl.
2. Globe Ave. & Washington Pl.

### Study Residential Street Segments [See Attachment 5 for location map]

- |                                           |                                        |
|-------------------------------------------|----------------------------------------|
| <u>1. Sawtelle Blvd. north of Alley .</u> | <u>4. Globe Ave. south of Alley</u>    |
| <u>2. Sawtelle Blvd. south of Alley</u>   | <u>5. Alley east of Sawtelle Blvd.</u> |
| <u>3. Globe Ave. north of Alley</u>       | <u>6. Alley west of Globe Ave..</u>    |

### Signal Warrant & Queuing Analysis Location [See Attachment 5 for location map]

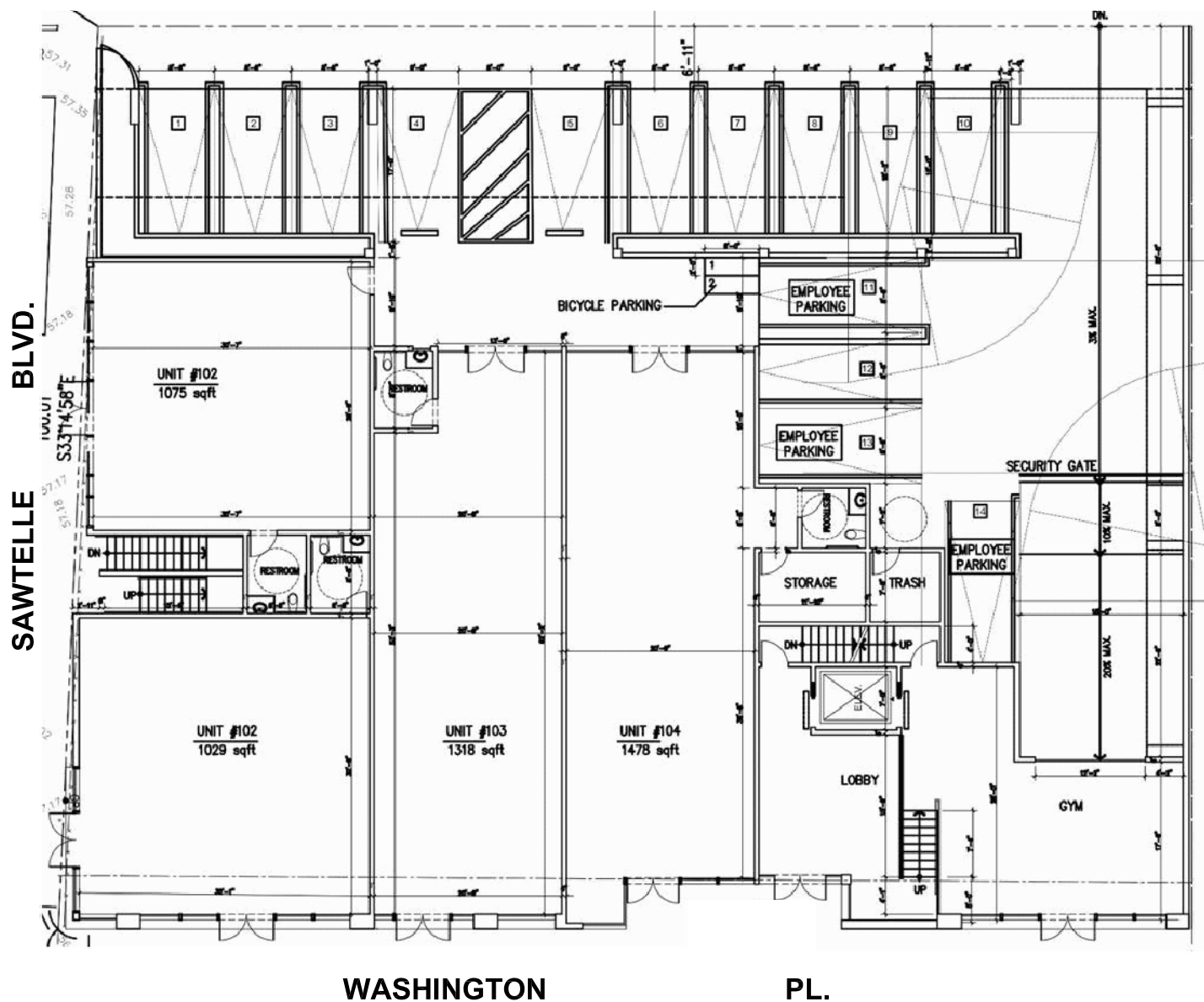
1. Globe Ave. & Washington Pl. (Queuing along Globe Avenue at Washington Place will be analyzed by Synchro)

| 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 type="checkbox"/>            | <input checked="" 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.**

|              | <u>Consultant</u>                      | <u>Developer</u>                |
|--------------|----------------------------------------|---------------------------------|
| Name         | <u>Crain &amp; Associates</u>          | <u>Ebby Benelyahu</u>           |
| Address      | <u>300 Corporate Pointe, Suite 470</u> | <u>9415 Culver Blvd</u>         |
|              | <u>Culver City, CA 90230</u>           | <u>Culver City, CA 90232</u>    |
| Phone No.    | <u>(310) 473-6508</u>                  | <u>(213) 280-3167</u>           |
| Approved by: | <u>Helen Shi</u> <u>11/1/2016</u>      | <u>Sanyou</u> <u>11/1/2016</u>  |
|              | Consultant's Representative Date       | Culver City Representative Date |

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



10/17/2016

FN: WASHINGTON(11281)MIXED USE\SITE-PLAN

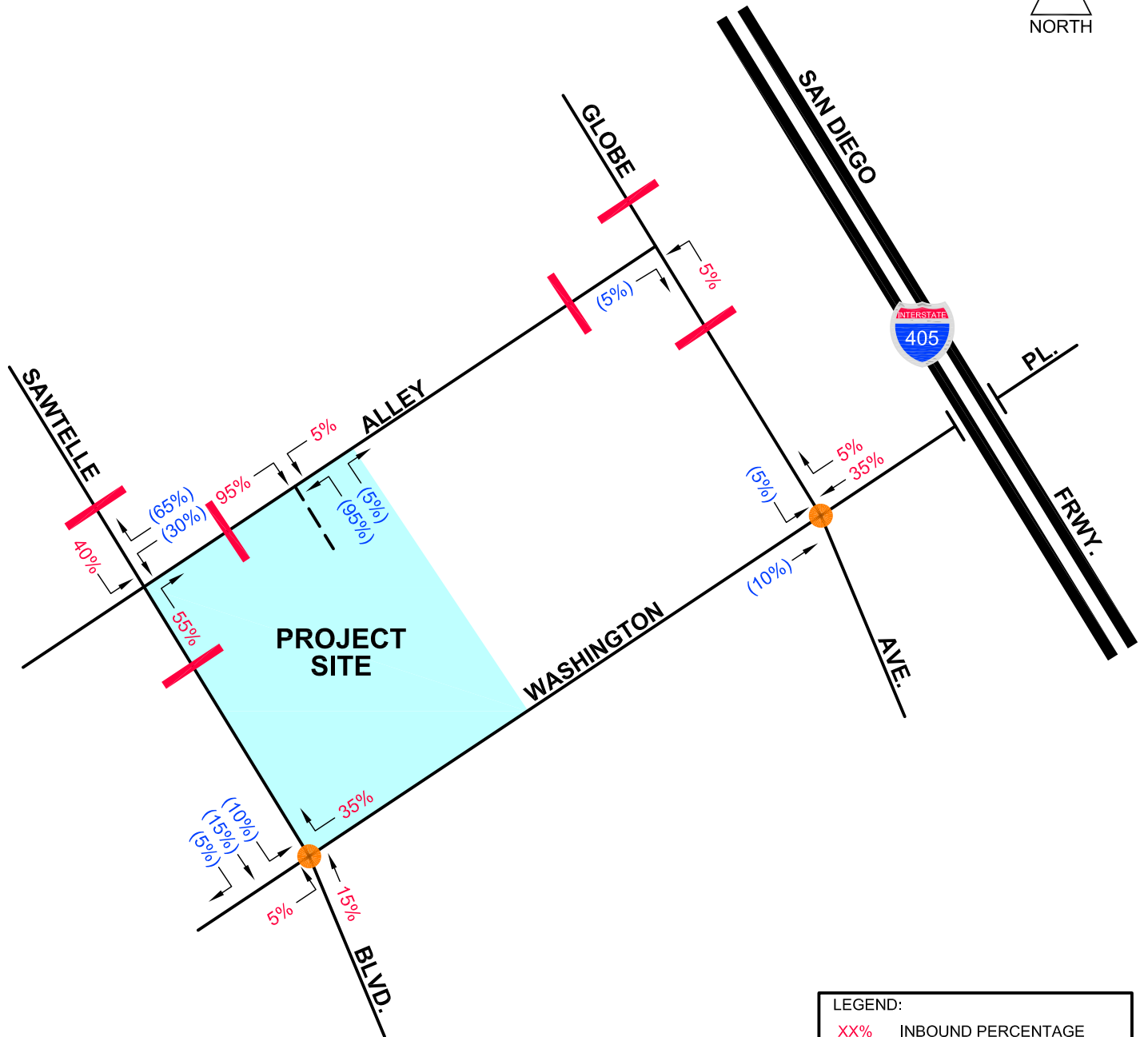
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**ATTACHMENT 2**  
**PROJECT TRIP ASSIGNMENT**



**LEGEND:**

- XX% INBOUND PERCENTAGE
- (XX%) OUTBOUND PERCENTAGE
- RESIDENTIAL STREET STUDY SEGMENT
- STUDY INTERSECTIONS

ATTACHMENT 2

10/28/2016

FN: WASHINGTON (11281) MIXED USE CC/PROJ-DIST

PROJECT DISTRIBUTION PERCENTAGES

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

Attachment 3

Washington (11281) Mixed-Use Development  
Project Trip Generation Rates

| <u>LU</u> | <u>Use/Description</u> |                                      |
|-----------|------------------------|--------------------------------------|
| 220       | Apartments             |                                      |
|           | Daily:                 | 6.65 Trips per Dwelling Unit         |
|           | AM Peak Hour:          | 0.51 Trips per Dwelling Unit         |
|           | Inbound                | 20%                                  |
|           | Outbound               | 80%                                  |
|           | PM Peak Hour:          | 0.62 Trips per Dwelling Unit         |
|           | Inbound                | 65%                                  |
|           | Outbound               | 35%                                  |
| 826       | Specialty Retail       |                                      |
|           | Daily:                 | 44.32 Trips per KSF of Building Area |
|           | AM Peak Hour: *        | 0.96 Trips per KSF of Building Area  |
|           | Inbound                | 62%                                  |
|           | Outbound               | 38%                                  |
|           | PM Peak Hour:          | 2.71 Trips per KSF of Building Area  |
|           | Inbound                | 44%                                  |
|           | Outbound               | 56%                                  |

Source:

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

\* AM peak hour trip generation rate not available, assumed ITE LU820 - Shopping Center  
AM peak hour rates and inbound/outbound splits.

**Washington (11281) Mixed-Use Development  
Project Trip Generation Calculations**

| <u>LU</u>                                                    | <u>Use/Description</u> | <u>Size</u> | <u>Units</u> | <u>Daily</u>      | <u>AM Peak Hour</u> |                 |                  | <u>PM Peak Hour</u> |                 |                  |
|--------------------------------------------------------------|------------------------|-------------|--------------|-------------------|---------------------|-----------------|------------------|---------------------|-----------------|------------------|
|                                                              |                        |             |              |                   | <u>I/B</u>          | <u>O/B</u>      | <u>Total</u>     | <u>I/B</u>          | <u>O/B</u>      | <u>Total</u>     |
| <u>PROPOSED USES</u>                                         |                        |             |              |                   |                     |                 |                  |                     |                 |                  |
| 220                                                          | Apartments             | 14          | du           | 93                | 1                   | 6               | 7                | 6                   | 3               | 9                |
| 826                                                          | Retail                 | 5.00        | ksf          | <u>222</u>        | <u>3</u>            | <u>2</u>        | <u>5</u>         | <u>6</u>            | <u>8</u>        | <u>14</u>        |
|                                                              | <b>Subtotal [A]</b>    |             |              | <b>315</b>        | <b>4</b>            | <b>8</b>        | <b>12</b>        | <b>12</b>           | <b>11</b>       | <b>23</b>        |
| <br><u>Pass-by Trips</u>                                     |                        |             |              |                   |                     |                 |                  |                     |                 |                  |
|                                                              | Apartments             | 0%          |              | 0                 | 0                   | 0               | 0                | 0                   | 0               | 0                |
|                                                              | Retail                 | 25%         |              | <u>(56)</u>       | <u>(1)</u>          | 0               | <u>(1)</u>       | <u>(2)</u>          | <u>(2)</u>      | <u>(4)</u>       |
|                                                              | <b>Subtotal [B]</b>    |             |              | <b>(56)</b>       | <b>(1)</b>          | <b>0</b>        | <b>(1)</b>       | <b>(2)</b>          | <b>(2)</b>      | <b>(4)</b>       |
| <b>[C] Area Intersection Trips (Proposed Uses) = [A]+[B]</b> |                        |             |              | <b><u>259</u></b> | <b><u>3</u></b>     | <b><u>8</u></b> | <b><u>11</u></b> | <b><u>10</u></b>    | <b><u>9</u></b> | <b><u>19</u></b> |

**ATTACHMENT 4**  
**PROJECT FREEWAY TRIP SCREENING**

## Washington (11281) Apartment 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          | 3                  | 10        |
| Outbound         | 8                  | 9         |

### 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<br>Operation | Requires<br>Analysis? |
|--------------------------------------|------------------|---------------------------------|-------------------|-----------|-----------|--------------------|-----------------------|-------------------|--------------------------------|-----------|-------------------------------------------|-------------------|-----------------------|
| <u>Mainline Segment Location</u>     | <u>Direction</u> | <u>Proj. Trip<br/>Direction</u> | <u>Percentage</u> | <u>AM</u> | <u>PM</u> |                    |                       |                   | <u>AM</u>                      | <u>PM</u> |                                           |                   |                       |
| I-405 Fwy, n/o Washington Pl.        | Northbound       | Inbound                         | 20%               | 1         | 2         | 4                  | 2000                  | 8000              | 0.01%                          | 0.03%     | 1.00%                                     | -                 | No                    |
|                                      | Southbound       | Outbound                        | 20%               | 2         | 2         | 4                  | 2000                  | 8000              | 0.03%                          | 0.03%     | 1.00%                                     | -                 | No                    |
| I-405 Fwy, n/o Venice Bl.            | Southbound       | Inbound                         | 20%               | 1         | 2         | 5                  | 2000                  | 10000             | 0.01%                          | 0.02%     | 1.00%                                     | -                 | No                    |
|                                      | Northbound       | Outbound                        | 20%               | 2         | 2         | 5                  | 2000                  | 10000             | 0.02%                          | 0.02%     | 1.00%                                     | -                 | No                    |

### FREEWAY OFF-RAMP VOLUME CALCULATIONS

| <u>Off-Ramp Location</u>               | <u>Direction</u> | <u>Proj. Trip<br/>Direction</u> | <u>Percentage</u> | <u>AM</u> | <u>PM</u> | <u>Number<br/>of Lanes</u> | <u>Capacity<br/>per Lane*</u> | <u>Total<br/>Capacity</u> | <u>AM</u> | <u>PM</u> | <u>Threshold<br/>Percentage<br/>For Screening*</u> | <u>Ramp<br/>Operation</u> | <u>Requires<br/>Analysis?</u> |
|----------------------------------------|------------------|---------------------------------|-------------------|-----------|-----------|----------------------------|-------------------------------|---------------------------|-----------|-----------|----------------------------------------------------|---------------------------|-------------------------------|
| I-405 Fwy NB Off-Ramp to Sepulveda Bl. | Northbound       | Inbound                         | 20%               | 1         | 2         | 2                          | 850                           | 1700                      | 0.06%     | 0.12%     | 1.00%                                              | -                         | No                            |
| I-405 Fwy SB Off-Ramp to Sawtelle Bl.  | Southbound       | Inbound                         | 20%               | 1         | 2         | 2                          | 850                           | 1700                      | 0.06%     | 0.12%     | 1.00%                                              | -                         | No                            |

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

**ATTACHMENT 5**  
**STUDY LOCATION MAP**



ATTACHMENT 5

10/17/2016

FN: WASHINGTON(11281)MIXED USE CC|STUDY-INTS

## SITE VICINITY AND STUDY INTERSECTIONS LOCATION MAP



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**APPENDIX B**  
**EXISTING MANUAL COUNTS**

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

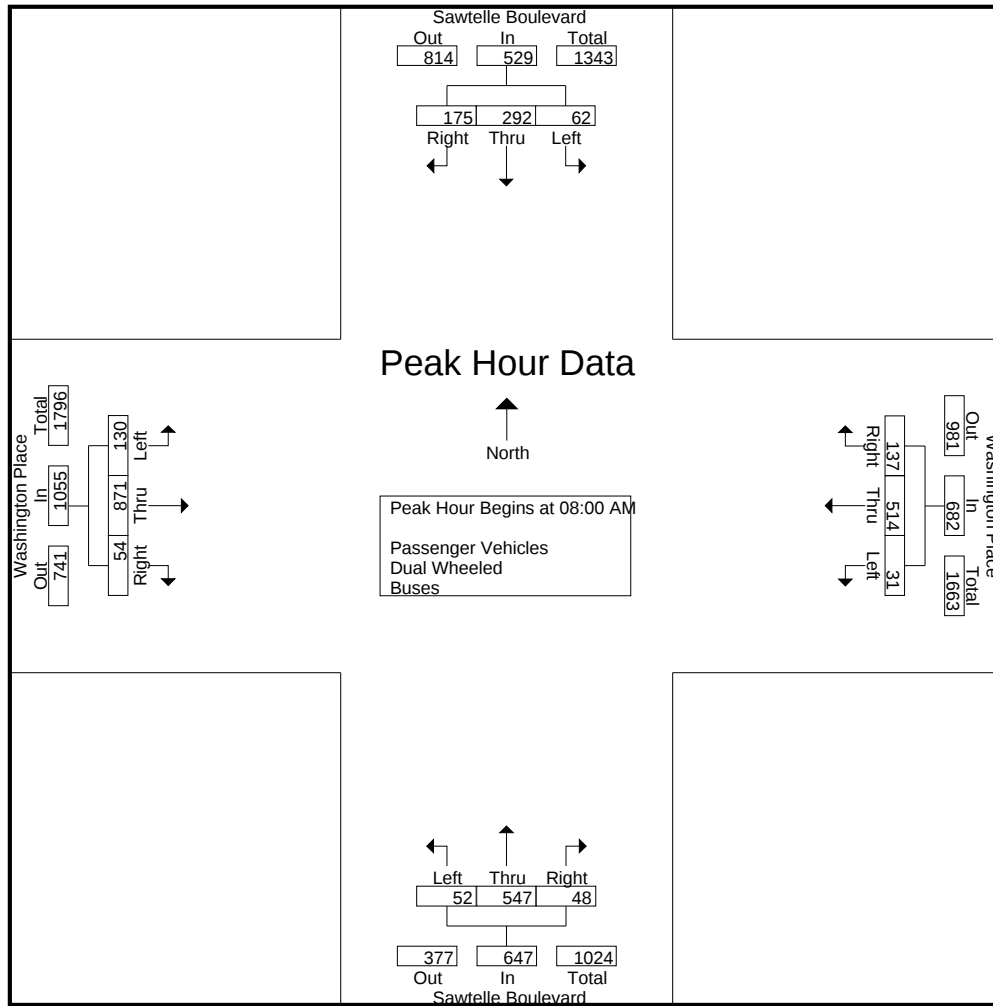
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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             | 13                               | 22   | 28    | 63         | 4                             | 70   | 23    | 97         | 8                                | 125  | 6     | 139        | 23                            | 105  | 4     | 132        | 431        |
| 07:15 AM             | 12                               | 25   | 36    | 73         | 1                             | 94   | 45    | 140        | 8                                | 161  | 7     | 176        | 35                            | 132  | 5     | 172        | 561        |
| 07:30 AM             | 14                               | 43   | 31    | 88         | 6                             | 99   | 58    | 163        | 9                                | 154  | 9     | 172        | 41                            | 161  | 13    | 215        | 638        |
| 07:45 AM             | 19                               | 55   | 46    | 120        | 3                             | 131  | 45    | 179        | 17                               | 152  | 6     | 175        | 30                            | 188  | 10    | 228        | 702        |
| Total                | 58                               | 145  | 141   | 344        | 14                            | 394  | 171   | 579        | 42                               | 592  | 28    | 662        | 129                           | 586  | 32    | 747        | 2332       |
| 08:00 AM             | 21                               | 59   | 45    | 125        | 4                             | 134  | 39    | 177        | 17                               | 146  | 9     | 172        | 21                            | 202  | 7     | 230        | 704        |
| 08:15 AM             | 9                                | 79   | 38    | 126        | 11                            | 103  | 34    | 148        | 12                               | 141  | 18    | 171        | 39                            | 232  | 19    | 290        | 735        |
| 08:30 AM             | 18                               | 75   | 41    | 134        | 10                            | 130  | 36    | 176        | 14                               | 137  | 9     | 160        | 36                            | 233  | 16    | 285        | 755        |
| 08:45 AM             | 14                               | 79   | 51    | 144        | 6                             | 147  | 28    | 181        | 9                                | 123  | 12    | 144        | 34                            | 204  | 12    | 250        | 719        |
| Total                | 62                               | 292  | 175   | 529        | 31                            | 514  | 137   | 682        | 52                               | 547  | 48    | 647        | 130                           | 871  | 54    | 1055       | 2913       |
| 09:00 AM             | 11                               | 68   | 58    | 137        | 3                             | 109  | 33    | 145        | 6                                | 141  | 8     | 155        | 34                            | 167  | 11    | 212        | 649        |
| 09:15 AM             | 9                                | 62   | 37    | 108        | 3                             | 101  | 44    | 148        | 13                               | 122  | 10    | 145        | 23                            | 180  | 9     | 212        | 613        |
| 09:30 AM             | 13                               | 53   | 31    | 97         | 4                             | 77   | 29    | 110        | 6                                | 104  | 10    | 120        | 24                            | 183  | 8     | 215        | 542        |
| 09:45 AM             | 18                               | 38   | 57    | 113        | 3                             | 97   | 26    | 126        | 8                                | 96   | 5     | 109        | 22                            | 134  | 15    | 171        | 519        |
| Total                | 51                               | 221  | 183   | 455        | 13                            | 384  | 132   | 529        | 33                               | 463  | 33    | 529        | 103                           | 664  | 43    | 810        | 2323       |
| Grand Total          | 171                              | 658  | 499   | 1328       | 58                            | 1292 | 440   | 1790       | 127                              | 1602 | 109   | 1838       | 362                           | 2121 | 129   | 2612       | 7568       |
| Apprch %             | 12.9                             | 49.5 | 37.6  |            | 3.2                           | 72.2 | 24.6  |            | 6.9                              | 87.2 | 5.9   |            | 13.9                          | 81.2 | 4.9   |            |            |
| Total %              | 2.3                              | 8.7  | 6.6   | 17.5       | 0.8                           | 17.1 | 5.8   | 23.7       | 1.7                              | 21.2 | 1.4   | 24.3       | 4.8                           | 28   | 1.7   | 34.5       |            |
| Passenger Vehicles   | 167                              | 651  | 486   | 1304       | 57                            | 1276 | 430   | 1763       | 125                              | 1587 | 106   | 1818       | 353                           | 2105 | 126   | 2584       | 7469       |
| % Passenger Vehicles | 97.7                             | 98.9 | 97.4  | 98.2       | 98.3                          | 98.8 | 97.7  | 98.5       | 98.4                             | 99.1 | 97.2  | 98.9       | 97.5                          | 99.2 | 97.7  | 98.9       | 98.7       |
| Dual Wheeled         | 3                                | 6    | 12    | 21         | 1                             | 10   | 10    | 21         | 2                                | 13   | 3     | 18         | 7                             | 10   | 1     | 18         | 78         |
| % Dual Wheeled       | 1.8                              | 0.9  | 2.4   | 1.6        | 1.7                           | 0.8  | 2.3   | 1.2        | 1.6                              | 0.8  | 2.8   | 1          | 1.9                           | 0.5  | 0.8   | 0.7        | 1          |
| Buses                | 1                                | 1    | 1     | 3          | 0                             | 6    | 0     | 6          | 0                                | 2    | 0     | 2          | 2                             | 6    | 2     | 10         | 21         |
| % Buses              | 0.6                              | 0.2  | 0.2   | 0.2        | 0                             | 0.5  | 0     | 0.3        | 0                                | 0.1  | 0     | 0.1        | 0.6                           | 0.3  | 1.6   | 0.4        | 0.3        |

|                                                            | Sawtelle Boulevard<br>Southbound |             |             |            | Washington Place<br>Westbound |             |             |            | Sawtelle Boulevard<br>Northbound |             |            |            | Washington Place<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 08:00 AM       |                                  |             |             |            |                               |             |             |            |                                  |             |            |            |                               |             |            |            |            |
| 08:00 AM                                                   | <b>21</b>                        | 59          | 45          | 125        | 4                             | 134         | <b>39</b>   | 177        | <b>17</b>                        | <b>146</b>  | 9          | <b>172</b> | 21                            | 202         | 7          | 230        | 704        |
| 08:15 AM                                                   | 9                                | <b>79</b>   | 38          | 126        | <b>11</b>                     | 103         | 34          | 148        | 12                               | 141         | <b>18</b>  | 171        | <b>39</b>                     | 232         | <b>19</b>  | <b>290</b> | 735        |
| 08:30 AM                                                   | 18                               | 75          | 41          | 134        | 10                            | 130         | 36          | 176        | 14                               | 137         | 9          | 160        | 36                            | <b>233</b>  | 16         | 285        | <b>755</b> |
| 08:45 AM                                                   | 14                               | 79          | <b>51</b>   | <b>144</b> | 6                             | <b>147</b>  | 28          | <b>181</b> | 9                                | 123         | 12         | 144        | 34                            | 204         | 12         | 250        | 719        |
| Total Volume                                               | 62                               | 292         | 175         | 529        | 31                            | 514         | 137         | 682        | 52                               | 547         | 48         | 647        | 130                           | 871         | 54         | 1055       | 2913       |
| % App. Total                                               | <b>11.7</b>                      | <b>55.2</b> | <b>33.1</b> |            | <b>4.5</b>                    | <b>75.4</b> | <b>20.1</b> |            | <b>8</b>                         | <b>84.5</b> | <b>7.4</b> |            | <b>12.3</b>                   | <b>82.6</b> | <b>5.1</b> |            |            |
| PHF                                                        | .738                             | .924        | .858        | .918       | .705                          | .874        | .878        | .942       | .765                             | .937        | .667       | .940       | .833                          | .935        | .711       | .909       | .965       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
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:

|              | 08:15 AM  |           |           |            | 08:00 AM  |            |           |            | 07:15 AM  |            |          |            | 08:00 AM  |            |           |            |
|--------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 9         | <b>79</b> | 38        | 126        | 4         | 134        | <b>39</b> | 177        | 8         | <b>161</b> | 7        | <b>176</b> | 21        | 202        | 7         | 230        |
| +15 mins.    | <b>18</b> | 75        | 41        | 134        | <b>11</b> | 103        | 34        | 148        | 9         | 154        | <b>9</b> | 172        | <b>39</b> | 232        | <b>19</b> | <b>290</b> |
| +30 mins.    | 14        | 79        | 51        | <b>144</b> | 10        | 130        | 36        | 176        | <b>17</b> | 152        | 6        | 175        | 36        | <b>233</b> | 16        | 285        |
| +45 mins.    | 11        | 68        | <b>58</b> | 137        | 6         | <b>147</b> | 28        | <b>181</b> | 17        | 146        | 9        | 172        | 34        | 204        | 12        | 250        |
| Total Volume | 52        | 301       | 188       | 541        | 31        | 514        | 137       | 682        | 51        | 613        | 31       | 695        | 130       | 871        | 54        | 1055       |
| % App. Total | 9.6       | 55.6      | 34.8      |            | 4.5       | 75.4       | 20.1      |            | 7.3       | 88.2       | 4.5      |            | 12.3      | 82.6       | 5.1       |            |
| PHF          | .722      | .953      | .810      | .939       | .705      | .874       | .878      | .942       | .750      | .952       | .861     | .987       | .833      | .935       | .711      | .909       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

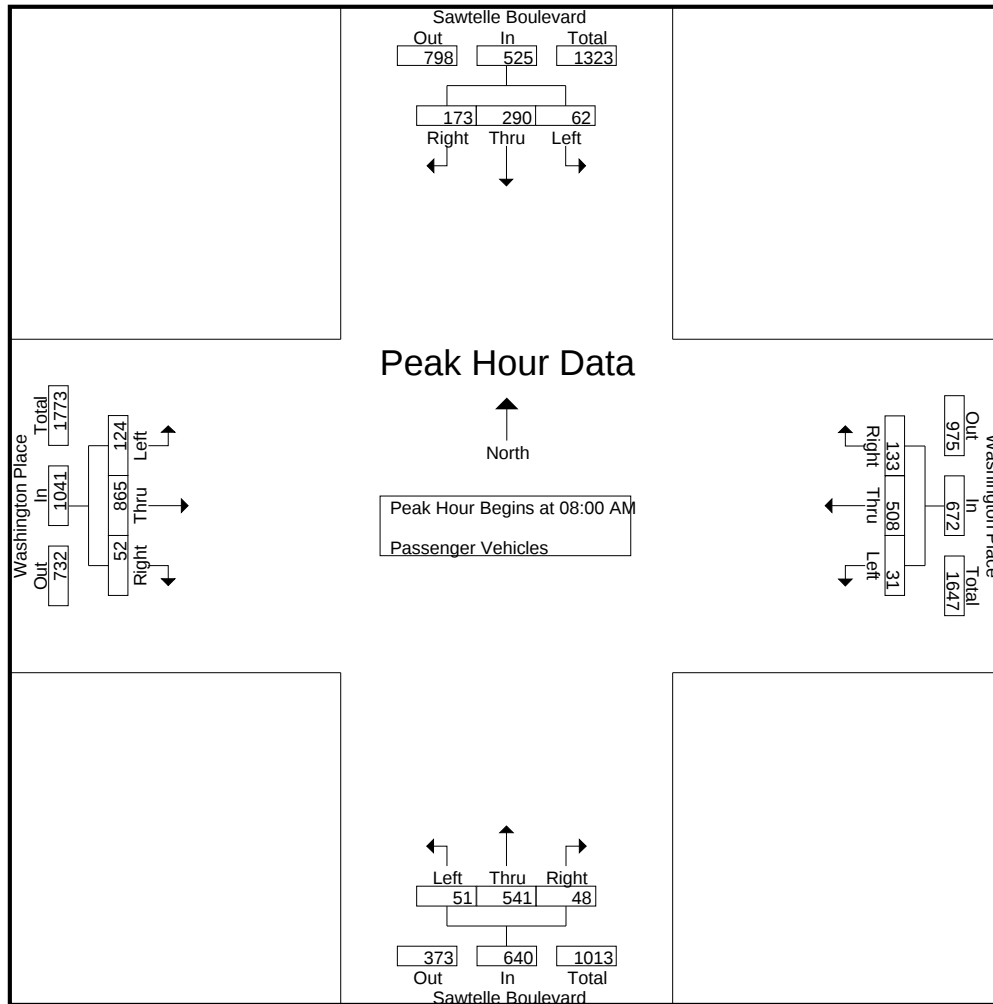
Groups Printed- Passenger Vehicles

|             | Sawtelle Boulevard Southbound |      |       |            | Washington Place Westbound |      |       |            | Sawtelle Boulevard Northbound |      |       |            | Washington Place 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    | 13                            | 21   | 28    | 62         | 4                          | 69   | 23    | 96         | 8                             | 124  | 6     | 138        | 23                         | 105  | 4     | 132        | 428        |
| 07:15 AM    | 11                            | 25   | 36    | 72         | 1                          | 93   | 44    | 138        | 7                             | 160  | 6     | 173        | 34                         | 131  | 5     | 170        | 553        |
| 07:30 AM    | 14                            | 41   | 29    | 84         | 6                          | 98   | 57    | 161        | 9                             | 153  | 9     | 171        | 41                         | 159  | 13    | 213        | 629        |
| 07:45 AM    | 18                            | 54   | 44    | 116        | 3                          | 127  | 44    | 174        | 17                            | 151  | 6     | 174        | 30                         | 188  | 10    | 228        | 692        |
| Total       | 56                            | 141  | 137   | 334        | 14                         | 387  | 168   | 569        | 41                            | 588  | 27    | 656        | 128                        | 583  | 32    | 743        | 2302       |
| 08:00 AM    | 21                            | 59   | 44    | 124        | 4                          | 132  | 37    | 173        | 17                            | 144  | 9     | 170        | 21                         | 202  | 6     | 229        | 696        |
| 08:15 AM    | 9                             | 79   | 37    | 125        | 11                         | 103  | 32    | 146        | 11                            | 139  | 18    | 168        | 35                         | 231  | 19    | 285        | 724        |
| 08:30 AM    | 18                            | 73   | 41    | 132        | 10                         | 129  | 36    | 175        | 14                            | 137  | 9     | 160        | 35                         | 230  | 16    | 281        | 748        |
| 08:45 AM    | 14                            | 79   | 51    | 144        | 6                          | 144  | 28    | 178        | 9                             | 121  | 12    | 142        | 33                         | 202  | 11    | 246        | 710        |
| Total       | 62                            | 290  | 173   | 525        | 31                         | 508  | 133   | 672        | 51                            | 541  | 48    | 640        | 124                        | 865  | 52    | 1041       | 2878       |
| 09:00 AM    | 11                            | 68   | 56    | 135        | 3                          | 108  | 33    | 144        | 6                             | 140  | 8     | 154        | 34                         | 165  | 11    | 210        | 643        |
| 09:15 AM    | 9                             | 62   | 34    | 105        | 2                          | 99   | 43    | 144        | 13                            | 121  | 10    | 144        | 22                         | 179  | 9     | 210        | 603        |
| 09:30 AM    | 12                            | 52   | 31    | 95         | 4                          | 77   | 29    | 110        | 6                             | 102  | 9     | 117        | 23                         | 180  | 7     | 210        | 532        |
| 09:45 AM    | 17                            | 38   | 55    | 110        | 3                          | 97   | 24    | 124        | 8                             | 95   | 4     | 107        | 22                         | 133  | 15    | 170        | 511        |
| Total       | 49                            | 220  | 176   | 445        | 12                         | 381  | 129   | 522        | 33                            | 458  | 31    | 522        | 101                        | 657  | 42    | 800        | 2289       |
| Grand Total | 167                           | 651  | 486   | 1304       | 57                         | 1276 | 430   | 1763       | 125                           | 1587 | 106   | 1818       | 353                        | 2105 | 126   | 2584       | 7469       |
| Apprch %    | 12.8                          | 49.9 | 37.3  |            | 3.2                        | 72.4 | 24.4  |            | 6.9                           | 87.3 | 5.8   |            | 13.7                       | 81.5 | 4.9   |            |            |
| Total %     | 2.2                           | 8.7  | 6.5   | 17.5       | 0.8                        | 17.1 | 5.8   | 23.6       | 1.7                           | 21.2 | 1.4   | 24.3       | 4.7                        | 28.2 | 1.7   | 34.6       |            |

|                                                            | Sawtelle Boulevard Southbound |           |           |            | Washington Place Westbound |            |           |            | Sawtelle Boulevard Northbound |            |           |            | Washington Place 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 08:00 AM to 08:45 AM - Peak 1 of 1 |                               |           |           |            |                            |            |           |            |                               |            |           |            |                            |            |           |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                               |           |           |            |                            |            |           |            |                               |            |           |            |                            |            |           |            |            |
| 08:00 AM                                                   | <b>21</b>                     | 59        | 44        | 124        | 4                          | 132        | <b>37</b> | 173        | <b>17</b>                     | <b>144</b> | 9         | <b>170</b> | 21                         | 202        | 6         | 229        | 696        |
| 08:15 AM                                                   | 9                             | <b>79</b> | 37        | 125        | <b>11</b>                  | 103        | 32        | 146        | 11                            | 139        | <b>18</b> | 168        | <b>35</b>                  | <b>231</b> | <b>19</b> | <b>285</b> | 724        |
| 08:30 AM                                                   | 18                            | 73        | 41        | 132        | 10                         | 129        | 36        | 175        | 14                            | 137        | 9         | 160        | 35                         | 230        | 16        | 281        | <b>748</b> |
| 08:45 AM                                                   | 14                            | 79        | <b>51</b> | <b>144</b> | 6                          | <b>144</b> | 28        | <b>178</b> | 9                             | 121        | 12        | 142        | 33                         | 202        | 11        | 246        | 710        |
| Total Volume                                               | 62                            | 290       | 173       | 525        | 31                         | 508        | 133       | 672        | 51                            | 541        | 48        | 640        | 124                        | 865        | 52        | 1041       | 2878       |
| % App. Total                                               | 11.8                          | 55.2      | 33        |            | 4.6                        | 75.6       | 19.8      |            | 8                             | 84.5       | 7.5       |            | 11.9                       | 83.1       | 5         |            |            |
| PHF                                                        | .738                          | .918      | .848      | .911       | .705                       | .882       | .899      | .944       | .750                          | .939       | .667      | .941       | .886                       | .936       | .684      | .913       | .962       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2



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 |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 21       | 59   | 44   | 124  | 4        | 132  | 37   | 173  | 17       | 144  | 9    | 170  | 21       | 202  | 6    | 229  |
| +15 mins.    | 9        | 79   | 37   | 125  | 11       | 103  | 32   | 146  | 11       | 139  | 18   | 168  | 35       | 231  | 19   | 285  |
| +30 mins.    | 18       | 73   | 41   | 132  | 10       | 129  | 36   | 175  | 14       | 137  | 9    | 160  | 35       | 230  | 16   | 281  |
| +45 mins.    | 14       | 79   | 51   | 144  | 6        | 144  | 28   | 178  | 9        | 121  | 12   | 142  | 33       | 202  | 11   | 246  |
| Total Volume | 62       | 290  | 173  | 525  | 31       | 508  | 133  | 672  | 51       | 541  | 48   | 640  | 124      | 865  | 52   | 1041 |
| % App. Total | 11.8     | 55.2 | 33   |      | 4.6      | 75.6 | 19.8 |      | 8        | 84.5 | 7.5  |      | 11.9     | 83.1 | 5    |      |
| PHF          | .738     | .918 | .848 | .911 | .705     | .882 | .899 | .944 | .750     | .939 | .667 | .941 | .886     | .936 | .684 | .913 |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

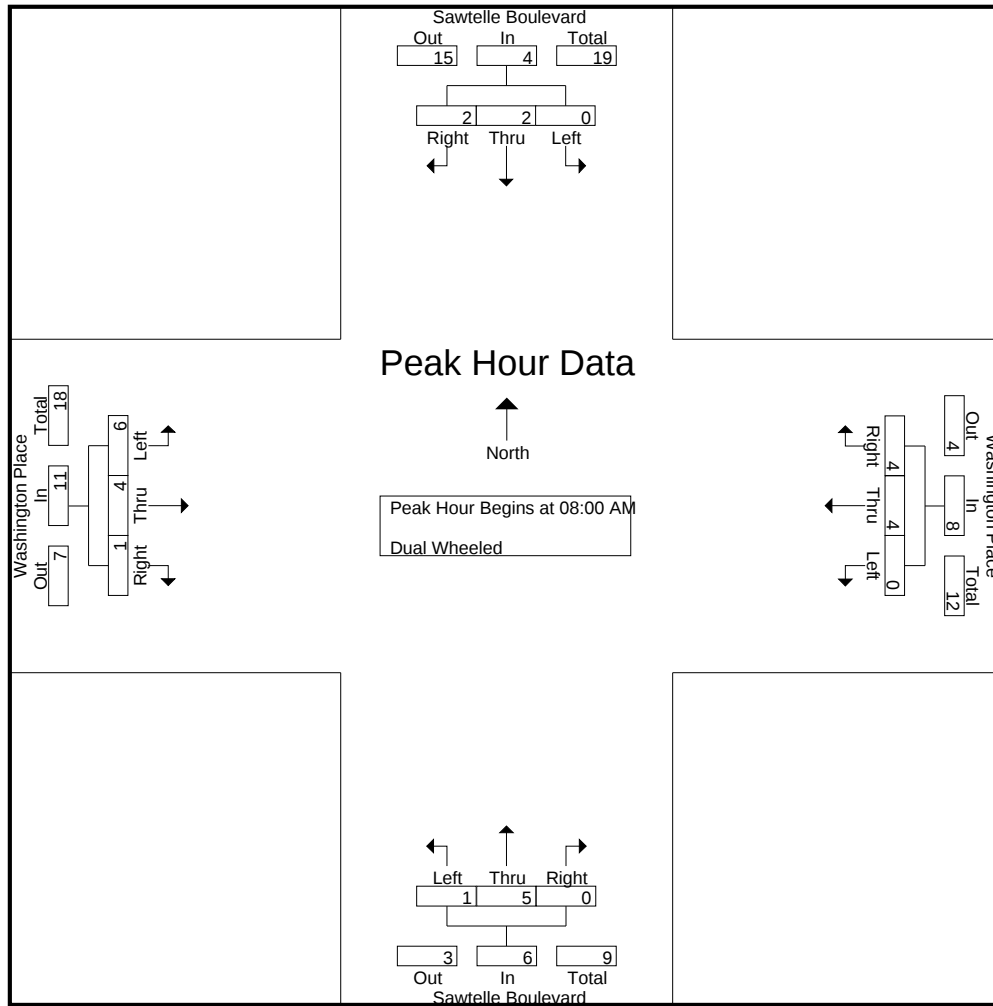
Groups Printed- Dual Wheeled

|             | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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                                | 1    | 0     | 1          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 07:15 AM    | 1                                | 0    | 0     | 1          | 0                             | 0    | 1     | 1          | 1                                | 1    | 1     | 3          | 0                             | 1    | 0     | 1          | 6          |
| 07:30 AM    | 0                                | 2    | 1     | 3          | 0                             | 0    | 1     | 1          | 0                                | 1    | 0     | 1          | 0                             | 2    | 0     | 2          | 7          |
| 07:45 AM    | 0                                | 0    | 2     | 2          | 0                             | 2    | 1     | 3          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 6          |
| Total       | 1                                | 3    | 3     | 7          | 0                             | 3    | 3     | 6          | 1                                | 3    | 1     | 5          | 0                             | 3    | 0     | 3          | 21         |
| 08:00 AM    | 0                                | 0    | 1     | 1          | 0                             | 1    | 2     | 3          | 0                                | 2    | 0     | 2          | 0                             | 0    | 1     | 1          | 7          |
| 08:15 AM    | 0                                | 0    | 1     | 1          | 0                             | 0    | 2     | 2          | 1                                | 1    | 0     | 2          | 4                             | 1    | 0     | 5          | 10         |
| 08:30 AM    | 0                                | 2    | 0     | 2          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 1                             | 1    | 0     | 2          | 4          |
| 08:45 AM    | 0                                | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                                | 2    | 0     | 2          | 1                             | 2    | 0     | 3          | 8          |
| Total       | 0                                | 2    | 2     | 4          | 0                             | 4    | 4     | 8          | 1                                | 5    | 0     | 6          | 6                             | 4    | 1     | 11         | 29         |
| 09:00 AM    | 0                                | 0    | 2     | 2          | 0                             | 1    | 0     | 1          | 0                                | 1    | 0     | 1          | 0                             | 1    | 0     | 1          | 5          |
| 09:15 AM    | 0                                | 0    | 3     | 3          | 1                             | 2    | 1     | 4          | 0                                | 1    | 0     | 1          | 0                             | 1    | 0     | 1          | 9          |
| 09:30 AM    | 1                                | 1    | 0     | 2          | 0                             | 0    | 0     | 0          | 0                                | 2    | 1     | 3          | 1                             | 0    | 0     | 1          | 6          |
| 09:45 AM    | 1                                | 0    | 2     | 3          | 0                             | 0    | 2     | 2          | 0                                | 1    | 1     | 2          | 0                             | 1    | 0     | 1          | 8          |
| Total       | 2                                | 1    | 7     | 10         | 1                             | 3    | 3     | 7          | 0                                | 5    | 2     | 7          | 1                             | 3    | 0     | 4          | 28         |
| Grand Total | 3                                | 6    | 12    | 21         | 1                             | 10   | 10    | 21         | 2                                | 13   | 3     | 18         | 7                             | 10   | 1     | 18         | 78         |
| Apprch %    | 14.3                             | 28.6 | 57.1  |            | 4.8                           | 47.6 | 47.6  |            | 11.1                             | 72.2 | 16.7  |            | 38.9                          | 55.6 | 5.6   |            |            |
| Total %     | 3.8                              | 7.7  | 15.4  | 26.9       | 1.3                           | 12.8 | 12.8  | 26.9       | 2.6                              | 16.7 | 3.8   | 23.1       | 9                             | 12.8 | 1.3   | 23.1       |            |

|                                                            | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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 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    | 1     | 1          | 0                             | 1    | 2     | 3          | 0                                | 2    | 0     | 2          | 0                             | 0    | 1     | 1          | 7          |
| 08:15 AM                                                   | 0                                | 0    | 1     | 1          | 0                             | 0    | 2     | 2          | 1                                | 1    | 0     | 2          | 4                             | 1    | 0     | 5          | 10         |
| 08:30 AM                                                   | 0                                | 2    | 0     | 2          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 1                             | 1    | 0     | 2          | 4          |
| 08:45 AM                                                   | 0                                | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                                | 2    | 0     | 2          | 1                             | 2    | 0     | 3          | 8          |
| Total Volume                                               | 0                                | 2    | 2     | 4          | 0                             | 4    | 4     | 8          | 1                                | 5    | 0     | 6          | 6                             | 4    | 1     | 11         | 29         |
| % App. Total                                               | 0                                | 50   | 50    |            | 0                             | 50   | 50    |            | 16.7                             | 83.3 | 0     |            | 54.5                          | 36.4 | 9.1   |            |            |
| PHF                                                        | .000                             | .250 | .500  | .500       | .000                          | .333 | .500  | .667       | .250                             | .625 | .000  | .750       | .375                          | .500 | .250  | .550       | .725       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2



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 |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 1    | 1    | 0        | 1    | 2    | 3    | 0        | 2    | 0    | 2    | 0        | 0    | 1    | 1    |
| +15 mins.    | 0        | 0    | 1    | 1    | 0        | 0    | 2    | 2    | 1        | 1    | 0    | 2    | 4        | 1    | 0    | 5    |
| +30 mins.    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 1        | 1    | 0    | 2    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    | 0        | 2    | 0    | 2    | 1        | 2    | 0    | 3    |
| Total Volume | 0        | 2    | 2    | 4    | 0        | 4    | 4    | 8    | 1        | 5    | 0    | 6    | 6        | 4    | 1    | 11   |
| % App. Total | 0        | 50   | 50   |      | 0        | 50   | 50   |      | 16.7     | 83.3 | 0    |      | 54.5     | 36.4 | 9.1  |      |
| PHF          | .000     | .250 | .500 | .500 | .000     | .333 | .500 | .667 | .250     | .625 | .000 | .750 | .375     | .500 | .250 | .550 |

City of Los Angeles  
N/S: Sawtelle Boulevard  
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File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

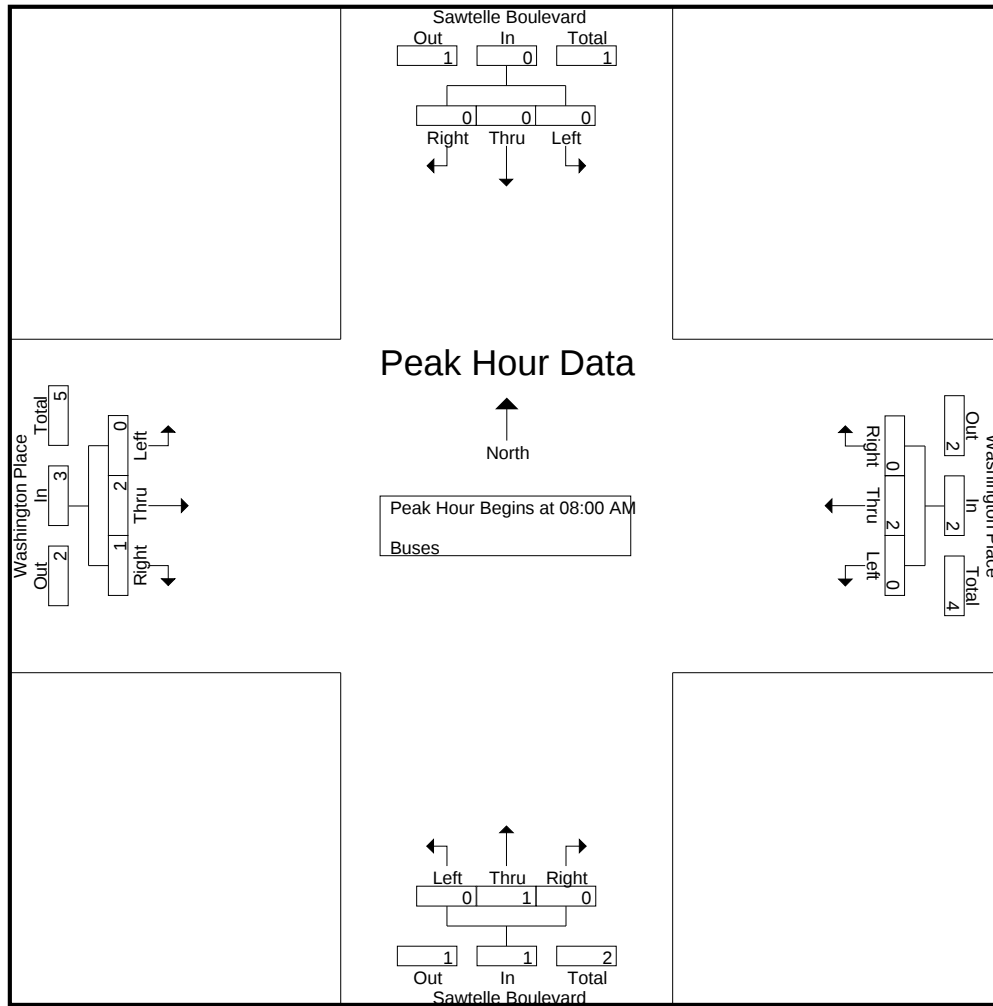
Groups Printed- Buses

|             | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 07:15 AM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 1                             | 0    | 0     | 1          | 2          |
| 07:30 AM    | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 07:45 AM    | 1                                | 1    | 0     | 2          | 0                             | 2    | 0     | 2          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 4          |
| Total       | 1                                | 1    | 1     | 3          | 0                             | 4    | 0     | 4          | 0                                | 1    | 0     | 1          | 1                             | 0    | 0     | 1          | 9          |
| 08:00 AM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 08:15 AM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 08:30 AM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 08:45 AM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 1          |
| Total       | 0                                | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                                | 1    | 0     | 1          | 0                             | 2    | 1     | 3          | 6          |
| 09:00 AM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 09:15 AM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 1                             | 0    | 0     | 1          | 1          |
| 09:30 AM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 3    | 1     | 4          | 4          |
| 09:45 AM    | 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          | 1                             | 4    | 1     | 6          | 6          |
| Grand Total | 1                                | 1    | 1     | 3          | 0                             | 6    | 0     | 6          | 0                                | 2    | 0     | 2          | 2                             | 6    | 2     | 10         | 21         |
| Apprch %    | 33.3                             | 33.3 | 33.3  |            | 0                             | 100  | 0     |            | 0                                | 100  | 0     |            | 20                            | 60   | 20    |            |            |
| Total %     | 4.8                              | 4.8  | 4.8   | 14.3       | 0                             | 28.6 | 0     | 28.6       | 0                                | 9.5  | 0     | 9.5        | 9.5                           | 28.6 | 9.5   | 47.6       |            |

|                                                            | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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 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                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 08:15 AM                                                   | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 08:30 AM                                                   | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 08:45 AM                                                   | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 1          |
| Total Volume                                               | 0                                | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                                | 1    | 0     | 1          | 0                             | 2    | 1     | 3          | 6          |
| % App. Total                                               | 0                                | 0    | 0     |            | 0                             | 100  | 0     |            | 0                                | 100  | 0     |            | 0                             | 66.7 | 33.3  |            |            |
| PHF                                                        | .000                             | .000 | .000  | .000       | .000                          | .500 | .000  | .500       | .000                             | .250 | .000  | .250       | .000                          | .250 | .250  | .375       | .500       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAAM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2



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 |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 1    | 1    |
| Total Volume | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 1    | 0    | 1    | 0        | 2    | 1    | 3    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 66.7 | 33.3 | 0    |
| PHF          | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .250 | .000 | .250 | .000     | .250 | .250 | .375 |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

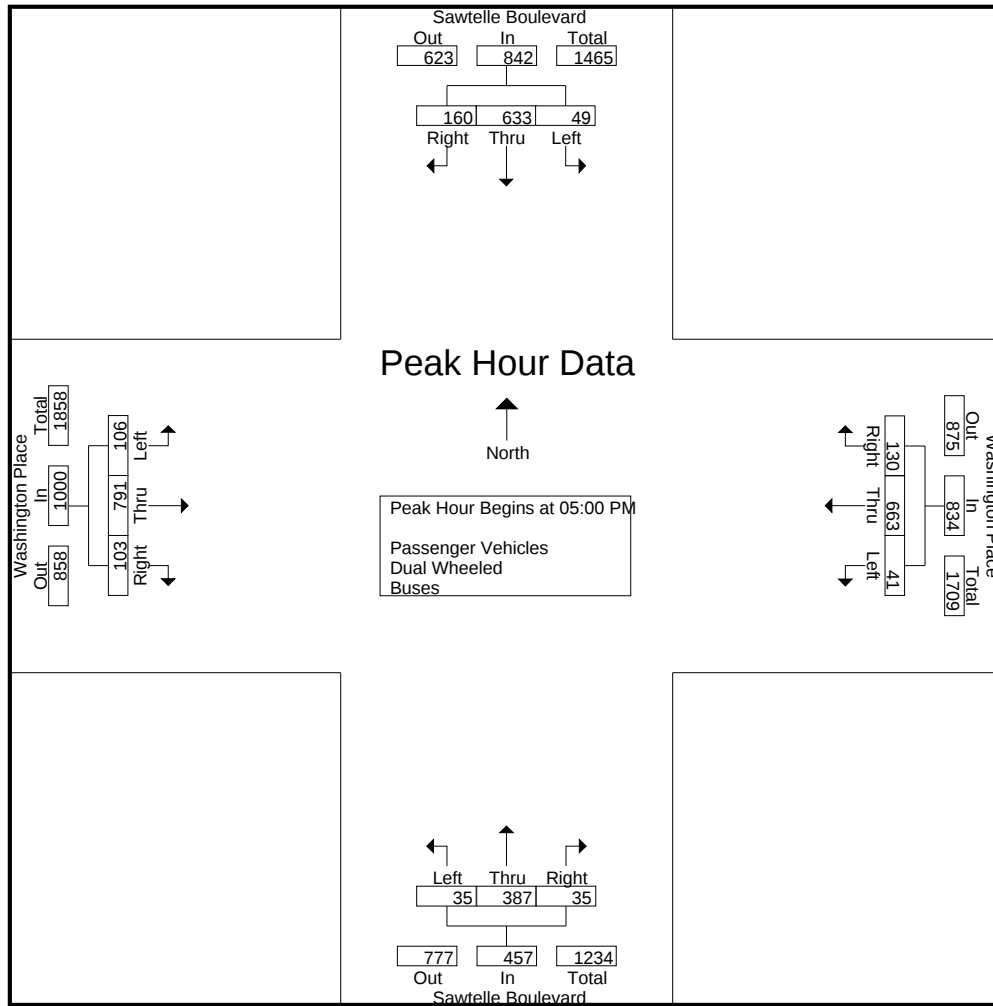
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Sawtelle Boulevard Southbound |      |       |            | Washington Place Westbound |      |       |            | Sawtelle Boulevard Northbound |      |       |            | Washington Place 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             | 17                            | 139  | 54    | 210        | 11                         | 130  | 40    | 181        | 8                             | 62   | 9     | 79         | 30                         | 178  | 17    | 225        | 695        |
| 03:15 PM             | 16                            | 157  | 47    | 220        | 9                          | 133  | 23    | 165        | 7                             | 75   | 10    | 92         | 22                         | 185  | 27    | 234        | 711        |
| 03:30 PM             | 16                            | 133  | 54    | 203        | 9                          | 144  | 34    | 187        | 9                             | 108  | 10    | 127        | 34                         | 175  | 26    | 235        | 752        |
| 03:45 PM             | 19                            | 171  | 46    | 236        | 6                          | 121  | 23    | 150        | 20                            | 92   | 9     | 121        | 30                         | 180  | 34    | 244        | 751        |
| Total                | 68                            | 600  | 201   | 869        | 35                         | 528  | 120   | 683        | 44                            | 337  | 38    | 419        | 116                        | 718  | 104   | 938        | 2909       |
| 04:00 PM             | 19                            | 190  | 53    | 262        | 10                         | 134  | 24    | 168        | 7                             | 87   | 12    | 106        | 33                         | 180  | 34    | 247        | 783        |
| 04:15 PM             | 12                            | 167  | 50    | 229        | 11                         | 145  | 34    | 190        | 11                            | 97   | 8     | 116        | 34                         | 161  | 27    | 222        | 757        |
| 04:30 PM             | 19                            | 160  | 51    | 230        | 12                         | 146  | 28    | 186        | 5                             | 95   | 9     | 109        | 27                         | 191  | 34    | 252        | 777        |
| 04:45 PM             | 15                            | 164  | 32    | 211        | 10                         | 138  | 22    | 170        | 13                            | 88   | 5     | 106        | 31                         | 194  | 30    | 255        | 742        |
| Total                | 65                            | 681  | 186   | 932        | 43                         | 563  | 108   | 714        | 36                            | 367  | 34    | 437        | 125                        | 726  | 125   | 976        | 3059       |
| 05:00 PM             | 11                            | 162  | 36    | 209        | 14                         | 156  | 31    | 201        | 11                            | 83   | 8     | 102        | 21                         | 202  | 36    | 259        | 771        |
| 05:15 PM             | 12                            | 178  | 51    | 241        | 5                          | 165  | 25    | 195        | 7                             | 107  | 12    | 126        | 31                         | 199  | 20    | 250        | 812        |
| 05:30 PM             | 15                            | 136  | 28    | 179        | 7                          | 162  | 37    | 206        | 5                             | 105  | 9     | 119        | 33                         | 196  | 17    | 246        | 750        |
| 05:45 PM             | 11                            | 157  | 45    | 213        | 15                         | 180  | 37    | 232        | 12                            | 92   | 6     | 110        | 21                         | 194  | 30    | 245        | 800        |
| Total                | 49                            | 633  | 160   | 842        | 41                         | 663  | 130   | 834        | 35                            | 387  | 35    | 457        | 106                        | 791  | 103   | 1000       | 3133       |
| Grand Total          | 182                           | 1914 | 547   | 2643       | 119                        | 1754 | 358   | 2231       | 115                           | 1091 | 107   | 1313       | 347                        | 2235 | 332   | 2914       | 9101       |
| Apprch %             | 6.9                           | 72.4 | 20.7  |            | 5.3                        | 78.6 | 16    |            | 8.8                           | 83.1 | 8.1   |            | 11.9                       | 76.7 | 11.4  |            |            |
| Total %              | 2                             | 21   | 6     | 29         | 1.3                        | 19.3 | 3.9   | 24.5       | 1.3                           | 12   | 1.2   | 14.4       | 3.8                        | 24.6 | 3.6   | 32         |            |
| Passenger Vehicles   | 182                           | 1901 | 541   | 2624       | 117                        | 1743 | 350   | 2210       | 115                           | 1081 | 106   | 1302       | 342                        | 2209 | 328   | 2879       | 9015       |
| % Passenger Vehicles | 100                           | 99.3 | 98.9  | 99.3       | 98.3                       | 99.4 | 97.8  | 99.1       | 100                           | 99.1 | 99.1  | 99.2       | 98.6                       | 98.8 | 98.8  | 98.8       | 99.1       |
| Dual Wheeled         | 0                             | 9    | 5     | 14         | 2                          | 7    | 8     | 17         | 0                             | 7    | 1     | 8          | 5                          | 24   | 3     | 32         | 71         |
| % Dual Wheeled       | 0                             | 0.5  | 0.9   | 0.5        | 1.7                        | 0.4  | 2.2   | 0.8        | 0                             | 0.6  | 0.9   | 0.6        | 1.4                        | 1.1  | 0.9   | 1.1        | 0.8        |
| Buses                | 0                             | 4    | 1     | 5          | 0                          | 4    | 0     | 4          | 0                             | 3    | 0     | 3          | 0                          | 2    | 1     | 3          | 15         |
| % Buses              | 0                             | 0.2  | 0.2   | 0.2        | 0                          | 0.2  | 0     | 0.2        | 0                             | 0.3  | 0     | 0.2        | 0                          | 0.1  | 0.3   | 0.1        | 0.2        |

|                                                            | Sawtelle Boulevard Southbound |            |           |            | Washington Place Westbound |            |           |            | Sawtelle Boulevard Northbound |            |           |            | Washington Place 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                                                   | 11                            | 162        | 36        | 209        | 14                         | 156        | 31        | 201        | 11                            | 83         | 8         | 102        | 21                         | <b>202</b> | <b>36</b> | <b>259</b> | 771        |
| 05:15 PM                                                   | 12                            | <b>178</b> | <b>51</b> | <b>241</b> | 5                          | 165        | 25        | 195        | 7                             | <b>107</b> | <b>12</b> | <b>126</b> | 31                         | 199        | 20        | 250        | <b>812</b> |
| 05:30 PM                                                   | <b>15</b>                     | 136        | 28        | 179        | 7                          | 162        | <b>37</b> | 206        | 5                             | 105        | 9         | 119        | <b>33</b>                  | 196        | 17        | 246        | 750        |
| 05:45 PM                                                   | 11                            | 157        | 45        | 213        | <b>15</b>                  | <b>180</b> | 37        | <b>232</b> | <b>12</b>                     | 92         | 6         | 110        | 21                         | 194        | 30        | 245        | 800        |
| Total Volume                                               | 49                            | 633        | 160       | 842        | 41                         | 663        | 130       | 834        | 35                            | 387        | 35        | 457        | 106                        | 791        | 103       | 1000       | 3133       |
| % App. Total                                               | 5.8                           | 75.2       | 19        |            | 4.9                        | 79.5       | 15.6      |            | 7.7                           | 84.7       | 7.7       |            | 10.6                       | 79.1       | 10.3      |            |            |
| PHF                                                        | .817                          | .889       | .784      | .873       | .683                       | .921       | .878      | .899       | .729                          | .904       | .729      | .907       | .803                       | .979       | .715      | .965       | .965       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
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:

|              | 03:45 PM |            |           |            | 05:00 PM  |            |           |            | 03:30 PM  |            |           |            | 04:30 PM  |            |           |            |
|--------------|----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|
| +0 mins.     | 19       | 171        | 46        | 236        | 14        | 156        | 31        | 201        | 9         | <b>108</b> | 10        | <b>127</b> | 27        | 191        | 34        | 252        |
| +15 mins.    | 19       | <b>190</b> | <b>53</b> | <b>262</b> | 5         | 165        | 25        | 195        | <b>20</b> | 92         | 9         | 121        | <b>31</b> | 194        | 30        | 255        |
| +30 mins.    | 12       | 167        | 50        | 229        | 7         | 162        | <b>37</b> | 206        | 7         | 87         | <b>12</b> | 106        | 21        | <b>202</b> | <b>36</b> | <b>259</b> |
| +45 mins.    | 19       | 160        | 51        | 230        | <b>15</b> | <b>180</b> | 37        | <b>232</b> | 11        | 97         | 8         | 116        | 31        | 199        | 20        | 250        |
| Total Volume | 69       | 688        | 200       | 957        | 41        | 663        | 130       | 834        | 47        | 384        | 39        | 470        | 110       | 786        | 120       | 1016       |
| % App. Total | 7.2      | 71.9       | 20.9      |            | 4.9       | 79.5       | 15.6      |            | 10        | 81.7       | 8.3       |            | 10.8      | 77.4       | 11.8      |            |
| PHF          | .908     | .905       | .943      | .913       | .683      | .921       | .878      | .899       | .588      | .889       | .813      | .925       | .887      | .973       | .833      | .981       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
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File Name : LACSAWAPM  
Site Code : 16616593  
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Page No : 1

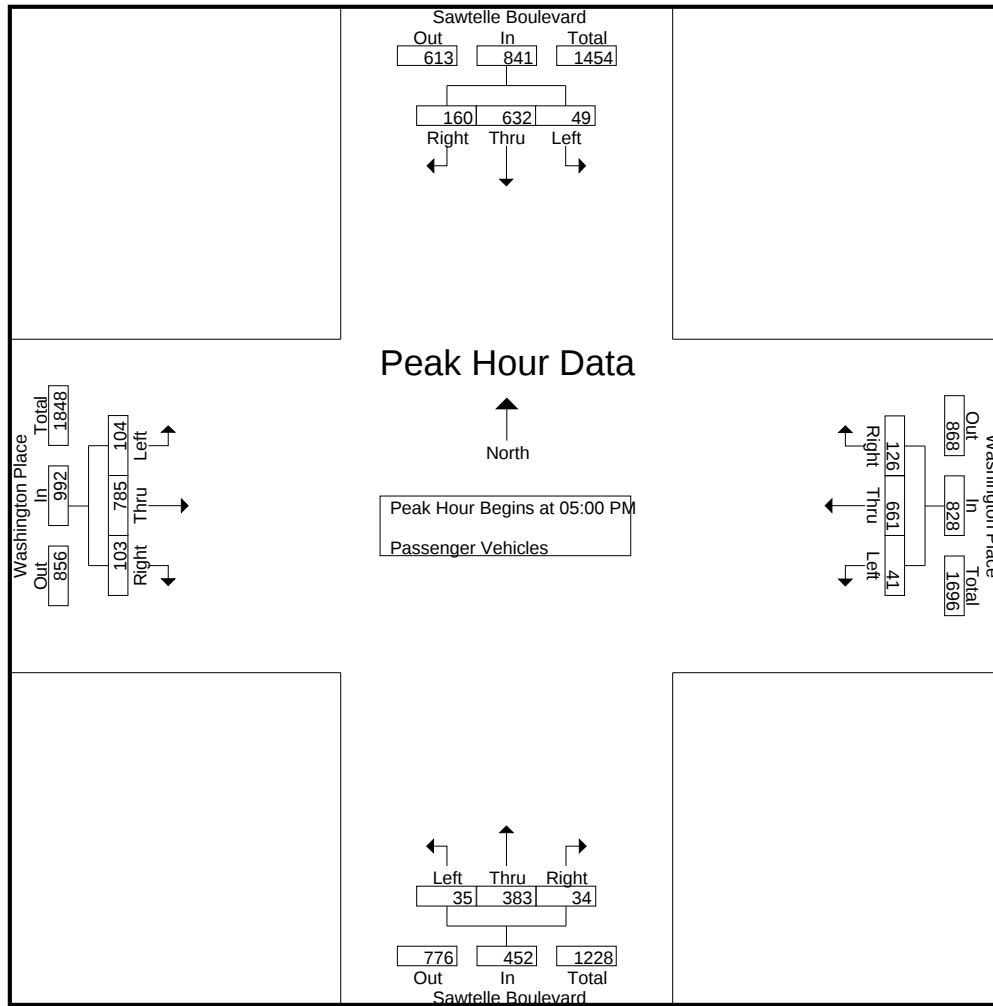
Groups Printed- Passenger Vehicles

|             | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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    | 17                               | 138  | 53    | 208        | 10                            | 129  | 39    | 178        | 8                                | 62   | 9     | 79         | 30                            | 177  | 17    | 224        | 689        |
| 03:15 PM    | 16                               | 155  | 45    | 216        | 9                             | 132  | 23    | 164        | 7                                | 74   | 10    | 91         | 22                            | 179  | 26    | 227        | 698        |
| 03:30 PM    | 16                               | 130  | 53    | 199        | 9                             | 142  | 34    | 185        | 9                                | 106  | 10    | 125        | 33                            | 174  | 26    | 233        | 742        |
| 03:45 PM    | 19                               | 168  | 46    | 233        | 5                             | 121  | 22    | 148        | 20                               | 91   | 9     | 120        | 30                            | 177  | 33    | 240        | 741        |
| Total       | 68                               | 591  | 197   | 856        | 33                            | 524  | 118   | 675        | 44                               | 333  | 38    | 415        | 115                           | 707  | 102   | 924        | 2870       |
| 04:00 PM    | 19                               | 190  | 52    | 261        | 10                            | 132  | 24    | 166        | 7                                | 87   | 12    | 106        | 32                            | 176  | 34    | 242        | 775        |
| 04:15 PM    | 12                               | 164  | 49    | 225        | 11                            | 143  | 33    | 187        | 11                               | 95   | 8     | 114        | 34                            | 161  | 26    | 221        | 747        |
| 04:30 PM    | 19                               | 160  | 51    | 230        | 12                            | 145  | 27    | 184        | 5                                | 95   | 9     | 109        | 27                            | 187  | 33    | 247        | 770        |
| 04:45 PM    | 15                               | 164  | 32    | 211        | 10                            | 138  | 22    | 170        | 13                               | 88   | 5     | 106        | 30                            | 193  | 30    | 253        | 740        |
| Total       | 65                               | 678  | 184   | 927        | 43                            | 558  | 106   | 707        | 36                               | 365  | 34    | 435        | 123                           | 717  | 123   | 963        | 3032       |
| 05:00 PM    | 11                               | 162  | 36    | 209        | 14                            | 156  | 31    | 201        | 11                               | 83   | 7     | 101        | 21                            | 201  | 36    | 258        | 769        |
| 05:15 PM    | 12                               | 177  | 51    | 240        | 5                             | 165  | 24    | 194        | 7                                | 104  | 12    | 123        | 30                            | 198  | 20    | 248        | 805        |
| 05:30 PM    | 15                               | 136  | 28    | 179        | 7                             | 161  | 34    | 202        | 5                                | 105  | 9     | 119        | 32                            | 192  | 17    | 241        | 741        |
| 05:45 PM    | 11                               | 157  | 45    | 213        | 15                            | 179  | 37    | 231        | 12                               | 91   | 6     | 109        | 21                            | 194  | 30    | 245        | 798        |
| Total       | 49                               | 632  | 160   | 841        | 41                            | 661  | 126   | 828        | 35                               | 383  | 34    | 452        | 104                           | 785  | 103   | 992        | 3113       |
| Grand Total | 182                              | 1901 | 541   | 2624       | 117                           | 1743 | 350   | 2210       | 115                              | 1081 | 106   | 1302       | 342                           | 2209 | 328   | 2879       | 9015       |
| Apprch %    | 6.9                              | 72.4 | 20.6  |            | 5.3                           | 78.9 | 15.8  |            | 8.8                              | 83   | 8.1   |            | 11.9                          | 76.7 | 11.4  |            |            |
| Total %     | 2                                | 21.1 | 6     | 29.1       | 1.3                           | 19.3 | 3.9   | 24.5       | 1.3                              | 12   | 1.2   | 14.4       | 3.8                           | 24.5 | 3.6   | 31.9       |            |

|                                                            | Sawtelle Boulevard<br>Southbound |            |           |            | Washington Place<br>Westbound |            |           |            | Sawtelle Boulevard<br>Northbound |            |           |            | Washington Place<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                               | 162        | 36        | 209        | 14                            | 156        | 31        | 201        | 11                               | 83         | 7         | 101        | 21                            | <b>201</b> | <b>36</b> | <b>258</b> | 769        |
| 05:15 PM                                                   | 12                               | <b>177</b> | <b>51</b> | <b>240</b> | 5                             | 165        | 24        | 194        | 7                                | 104        | <b>12</b> | <b>123</b> | 30                            | 198        | 20        | 248        | <b>805</b> |
| 05:30 PM                                                   | <b>15</b>                        | 136        | 28        | 179        | 7                             | 161        | 34        | 202        | 5                                | <b>105</b> | 9         | 119        | <b>32</b>                     | 192        | 17        | 241        | 741        |
| 05:45 PM                                                   | 11                               | 157        | 45        | 213        | <b>15</b>                     | <b>179</b> | <b>37</b> | <b>231</b> | <b>12</b>                        | 91         | 6         | 109        | 21                            | 194        | 30        | 245        | 798        |
| Total Volume                                               | 49                               | 632        | 160       | 841        | 41                            | 661        | 126       | 828        | 35                               | 383        | 34        | 452        | 104                           | 785        | 103       | 992        | 3113       |
| % App. Total                                               | 5.8                              | 75.1       | 19        |            | 5                             | 79.8       | 15.2      |            | 7.7                              | 84.7       | 7.5       |            | 10.5                          | 79.1       | 10.4      |            |            |
| PHF                                                        | .817                             | .893       | .784      | .876       | .683                          | .923       | .851      | .896       | .729                             | .912       | .708      | .919       | .813                          | .976       | .715      | .961       | .967       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
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.     | 11        | 162        | 36        | 209        | 14        | 156        | 31        | 201        | 11        | 83         | 7         | 101        | 21        | <b>201</b> | <b>36</b> | <b>258</b> |
| +15 mins.    | 12        | <b>177</b> | <b>51</b> | <b>240</b> | 5         | 165        | 24        | 194        | 7         | 104        | <b>12</b> | <b>123</b> | 30        | 198        | 20        | 248        |
| +30 mins.    | <b>15</b> | 136        | 28        | 179        | 7         | 161        | 34        | 202        | 5         | <b>105</b> | 9         | 119        | <b>32</b> | 192        | 17        | 241        |
| +45 mins.    | 11        | 157        | 45        | 213        | <b>15</b> | <b>179</b> | <b>37</b> | <b>231</b> | <b>12</b> | 91         | 6         | 109        | 21        | 194        | 30        | 245        |
| Total Volume | 49        | 632        | 160       | 841        | 41        | 661        | 126       | 828        | 35        | 383        | 34        | 452        | 104       | 785        | 103       | 992        |
| % App. Total | 5.8       | 75.1       | 19        |            | 5         | 79.8       | 15.2      |            | 7.7       | 84.7       | 7.5       |            | 10.5      | 79.1       | 10.4      |            |
| PHF          | .817      | .893       | .784      | .876       | .683      | .923       | .851      | .896       | .729      | .912       | .708      | .919       | .813      | .976       | .715      | .961       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

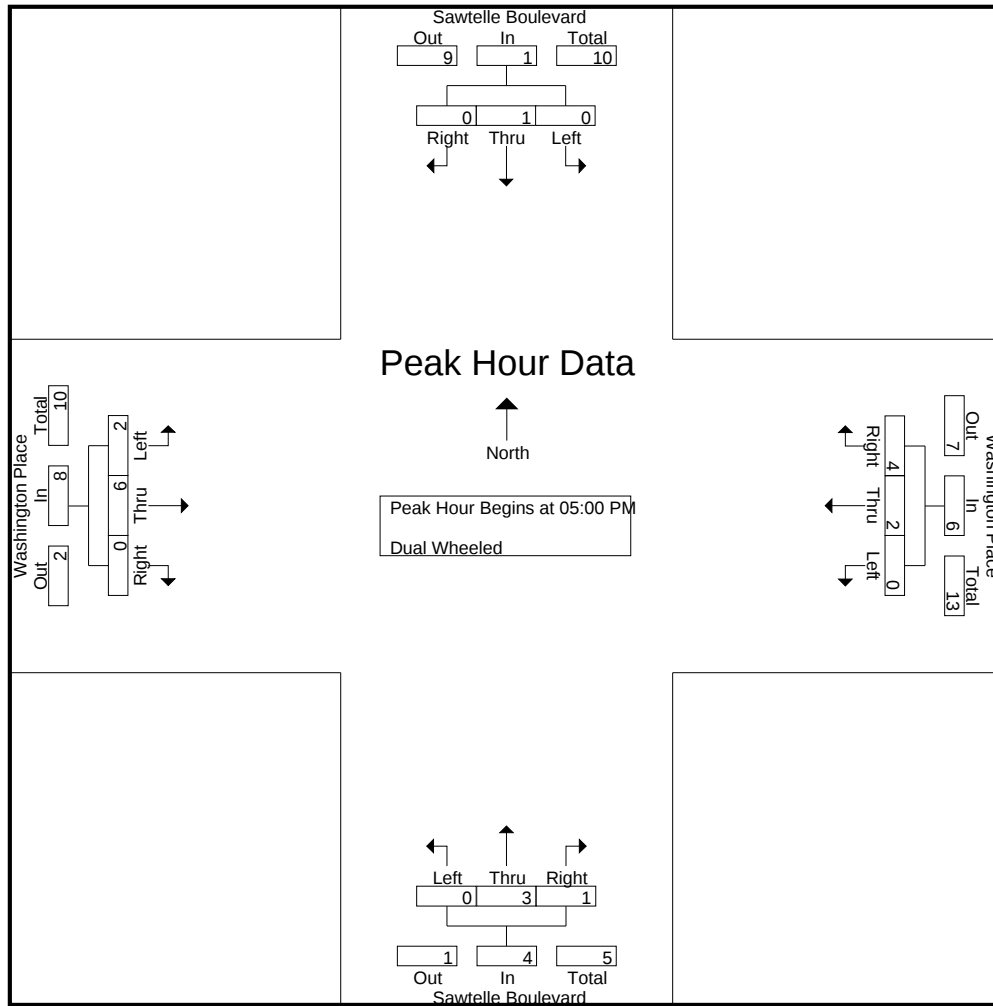
Groups Printed- Dual Wheeled

|             | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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                                | 1    | 1     | 2          | 1                             | 0    | 1     | 2          | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 03:15 PM    | 0                                | 1    | 2     | 3          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 6    | 1     | 7          | 10         |
| 03:30 PM    | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 0                                | 2    | 0     | 2          | 1                             | 1    | 0     | 2          | 6          |
| 03:45 PM    | 0                                | 3    | 0     | 3          | 1                             | 0    | 1     | 2          | 0                                | 0    | 0     | 0          | 0                             | 2    | 1     | 3          | 8          |
| Total       | 0                                | 5    | 4     | 9          | 2                             | 1    | 2     | 5          | 0                                | 2    | 0     | 2          | 1                             | 10   | 2     | 13         | 29         |
| 04:00 PM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 1                             | 4    | 0     | 5          | 6          |
| 04:15 PM    | 0                                | 3    | 1     | 4          | 0                             | 2    | 1     | 3          | 0                                | 2    | 0     | 2          | 0                             | 0    | 0     | 0          | 9          |
| 04:30 PM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 1     | 2          | 0                                | 0    | 0     | 0          | 0                             | 3    | 1     | 4          | 6          |
| 04:45 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 1                             | 1    | 0     | 2          | 2          |
| Total       | 0                                | 3    | 1     | 4          | 0                             | 4    | 2     | 6          | 0                                | 2    | 0     | 2          | 2                             | 8    | 1     | 11         | 23         |
| 05:00 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 2          |
| 05:15 PM    | 0                                | 1    | 0     | 1          | 0                             | 0    | 1     | 1          | 0                                | 2    | 0     | 2          | 1                             | 1    | 0     | 2          | 6          |
| 05:30 PM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 3     | 4          | 0                                | 0    | 0     | 0          | 1                             | 4    | 0     | 5          | 9          |
| 05:45 PM    | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 2          |
| Total       | 0                                | 1    | 0     | 1          | 0                             | 2    | 4     | 6          | 0                                | 3    | 1     | 4          | 2                             | 6    | 0     | 8          | 19         |
| Grand Total | 0                                | 9    | 5     | 14         | 2                             | 7    | 8     | 17         | 0                                | 7    | 1     | 8          | 5                             | 24   | 3     | 32         | 71         |
| Apprch %    | 0                                | 64.3 | 35.7  |            | 11.8                          | 41.2 | 47.1  |            | 0                                | 87.5 | 12.5  |            | 15.6                          | 75   | 9.4   |            |            |
| Total %     | 0                                | 12.7 | 7     | 19.7       | 2.8                           | 9.9  | 11.3  | 23.9       | 0                                | 9.9  | 1.4   | 11.3       | 7                             | 33.8 | 4.2   | 45.1       |            |

|                                                            | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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          | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 2          |
| 05:15 PM                                                   | 0                                | 1    | 0     | 1          | 0                             | 0    | 1     | 1          | 0                                | 2    | 0     | 2          | 1                             | 1    | 0     | 2          | 6          |
| 05:30 PM                                                   | 0                                | 0    | 0     | 0          | 0                             | 1    | 3     | 4          | 0                                | 0    | 0     | 0          | 1                             | 4    | 0     | 5          | 9          |
| 05:45 PM                                                   | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 2          |
| Total Volume                                               | 0                                | 1    | 0     | 1          | 0                             | 2    | 4     | 6          | 0                                | 3    | 1     | 4          | 2                             | 6    | 0     | 8          | 19         |
| % App. Total                                               | 0                                | 100  | 0     |            | 0                             | 33.3 | 66.7  |            | 0                                | 75   | 25    |            | 25                            | 75   | 0     |            |            |
| PHF                                                        | .000                             | .250 | .000  | .250       | .000                          | .500 | .333  | .375       | .000                             | .375 | .250  | .500       | .500                          | .375 | .000  | .400       | .528       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
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    | 1    | 1    | 0        | 1    | 0    | 1    |
| +15 mins.    | 0        | 1    | 0    | 1    | 0        | 0    | 1    | 1    | 0        | 2    | 0    | 2    | 1        | 1    | 0    | 2    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 3    | 4    | 0        | 0    | 0    | 0    | 1        | 4    | 0    | 5    |
| +45 mins.    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    |
| Total Volume | 0        | 1    | 0    | 1    | 0        | 2    | 4    | 6    | 0        | 3    | 1    | 4    | 2        | 6    | 0    | 8    |
| % App. Total | 0        | 100  | 0    |      | 0        | 33.3 | 66.7 |      | 0        | 75   | 25   |      | 25       | 75   | 0    |      |
| PHF          | .000     | .250 | .000 | .250 | .000     | .500 | .333 | .375 | .000     | .375 | .250 | .500 | .500     | .375 | .000 | .400 |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
Weather: Clear

File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

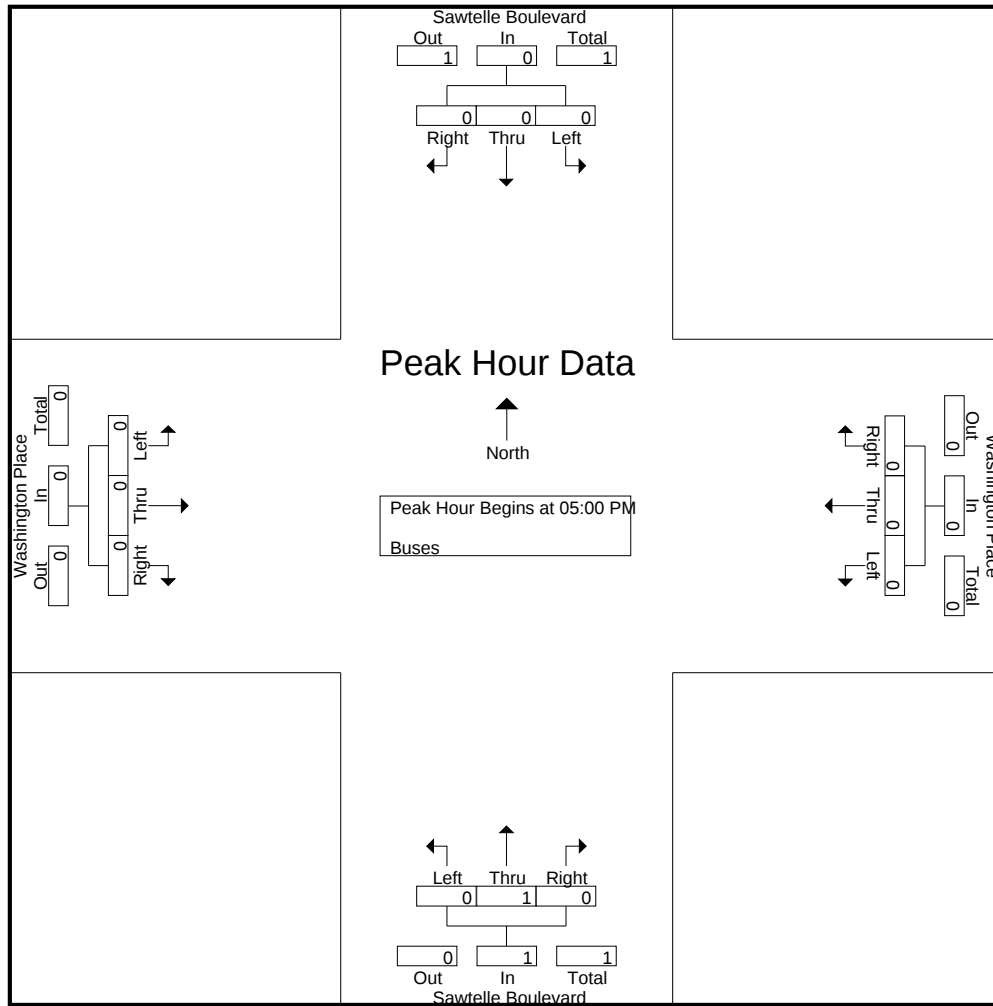
Groups Printed- Buses

|             | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 03:15 PM    | 0                                | 1    | 0     | 1          | 0                             | 1    | 0     | 1          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 3          |
| 03:30 PM    | 0                                | 3    | 0     | 3          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 4          |
| 03:45 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 1    | 0     | 1          | 2          |
| Total       | 0                                | 4    | 0     | 4          | 0                             | 3    | 0     | 3          | 0                                | 2    | 0     | 2          | 0                             | 1    | 0     | 1          | 10         |
| 04:00 PM    | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 04:15 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 1          |
| 04:30 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 04:45 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total       | 0                                | 0    | 1     | 1          | 0                             | 1    | 0     | 1          | 0                                | 0    | 0     | 0          | 0                             | 1    | 1     | 2          | 4          |
| 05:00 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 05:15 PM    | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 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                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total       | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| Grand Total | 0                                | 4    | 1     | 5          | 0                             | 4    | 0     | 4          | 0                                | 3    | 0     | 3          | 0                             | 2    | 1     | 3          | 15         |
| Apprch %    | 0                                | 80   | 20    |            | 0                             | 100  | 0     |            | 0                                | 100  | 0     |            | 0                             | 66.7 | 33.3  |            |            |
| Total %     | 0                                | 26.7 | 6.7   | 33.3       | 0                             | 26.7 | 0     | 26.7       | 0                                | 20   | 0     | 20         | 0                             | 13.3 | 6.7   | 20         |            |

|                                                            | Sawtelle Boulevard<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Sawtelle Boulevard<br>Northbound |      |       |            | Washington Place<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          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 05:15 PM                                                   | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| 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                             | 0    | 0     | 0          | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total Volume                                               | 0                                | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                                | 1    | 0     | 1          | 0                             | 0    | 0     | 0          | 1          |
| % App. Total                                               | 0                                | 0    | 0     |            | 0                             | 0    | 0     |            | 0                                | 100  | 0     |            | 0                             | 0    | 0     |            |            |
| PHF                                                        | .000                             | .000 | .000  | .000       | .000                          | .000 | .000  | .000       | .000                             | .250 | .000  | .250       | .000                          | .000 | .000  | .000       | .250       |

City of Los Angeles  
N/S: Sawtelle Boulevard  
E/W: Washington Place  
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File Name : LACSAWAPM  
Site Code : 16616593  
Start Date : 11/3/2016  
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        | 0    | 0    | 0    |
| +15 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    |
| +30 mins.    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.    | 0        | 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        | 1    | 0    | 1    | 0        | 0    | 0    | 0    |
| % App. Total | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 100  | 0    |      | 0        | 0    | 0    |      |
| PHF          | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 | .000     | .250 | .000 | .250 | .000     | .000 | .000 | .000 |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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   | 3                          | 0    | 1     | 4          | 0                             | 99   | 0     | 99         | 0                          | 0    | 6     | 6          | 0                             | 121  | 1     | 122        | 231        |
| 07:15 AM   | 3                          | 0    | 2     | 5          | 0                             | 134  | 2     | 136        | 2                          | 0    | 5     | 7          | 0                             | 146  | 0     | 146        | 294        |
| 07:30 AM   | 3                          | 0    | 0     | 3          | 2                             | 163  | 1     | 166        | 1                          | 0    | 2     | 3          | 3                             | 182  | 1     | 186        | 358        |
| 07:45 AM   | 7                          | 0    | 0     | 7          | 1                             | 176  | 3     | 180        | 1                          | 0    | 1     | 2          | 0                             | 216  | 2     | 218        | 407        |
| Total      | 16                         | 0    | 3     | 19         | 3                             | 572  | 6     | 581        | 4                          | 0    | 14    | 18         | 3                             | 665  | 4     | 672        | 1290       |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 179  | 4     | 184        | 1                          | 0    | 10    | 11         | 0                             | 232  | 3     | 235        | 430        |
| 08:15 AM   | 4                          | 0    | 0     | 4          | 5                             | 144  | 1     | 150        | 1                          | 0    | 6     | 7          | 0                             | 253  | 2     | 255        | 416        |
| 08:30 AM   | 2                          | 0    | 2     | 4          | 0                             | 165  | 1     | 166        | 4                          | 1    | 2     | 7          | 1                             | 254  | 7     | 262        | 439        |
| 08:45 AM   | 3                          | 0    | 1     | 4          | 2                             | 176  | 3     | 181        | 0                          | 0    | 2     | 2          | 1                             | 228  | 2     | 231        | 418        |
| Total      | 9                          | 0    | 3     | 12         | 8                             | 664  | 9     | 681        | 6                          | 1    | 20    | 27         | 2                             | 967  | 14    | 983        | 1703       |
| 09:00 AM   | 4                          | 0    | 1     | 5          | 5                             | 145  | 1     | 151        | 1                          | 0    | 9     | 10         | 0                             | 187  | 0     | 187        | 353        |
| 09:15 AM   | 1                          | 0    | 0     | 1          | 2                             | 147  | 0     | 149        | 1                          | 0    | 3     | 4          | 0                             | 194  | 2     | 196        | 350        |
| 09:30 AM   | 0                          | 0    | 1     | 1          | 4                             | 107  | 2     | 113        | 1                          | 1    | 8     | 10         | 1                             | 205  | 1     | 207        | 331        |
| 09:45 AM   | 0                          | 0    | 1     | 1          | 4                             | 125  | 2     | 131        | 0                          | 1    | 4     | 5          | 0                             | 154  | 3     | 157        | 294        |
| Total      | 5                          | 0    | 3     | 8          | 15                            | 524  | 5     | 544        | 3                          | 2    | 24    | 29         | 1                             | 740  | 6     | 747        | 1328       |
| 10:00 AM   | 1                          | 0    | 2     | 3          | 2                             | 105  | 0     | 107        | 0                          | 1    | 6     | 7          | 2                             | 186  | 1     | 189        | 306        |
| 10:15 AM   | 1                          | 0    | 2     | 3          | 4                             | 119  | 1     | 124        | 0                          | 0    | 1     | 1          | 1                             | 179  | 0     | 180        | 308        |
| 10:30 AM   | 0                          | 0    | 1     | 1          | 1                             | 112  | 2     | 115        | 0                          | 0    | 7     | 7          | 1                             | 170  | 3     | 174        | 297        |
| 10:45 AM   | 1                          | 1    | 1     | 3          | 4                             | 111  | 2     | 117        | 0                          | 1    | 8     | 9          | 2                             | 158  | 0     | 160        | 289        |
| Total      | 3                          | 1    | 6     | 10         | 11                            | 447  | 5     | 463        | 0                          | 2    | 22    | 24         | 6                             | 693  | 4     | 703        | 1200       |
| 11:00 AM   | 1                          | 0    | 3     | 4          | 3                             | 122  | 1     | 126        | 1                          | 0    | 7     | 8          | 1                             | 144  | 1     | 146        | 284        |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 1                             | 126  | 0     | 127        | 0                          | 0    | 12    | 12         | 1                             | 208  | 1     | 210        | 349        |
| 11:30 AM   | 0                          | 0    | 1     | 1          | 5                             | 133  | 0     | 138        | 1                          | 0    | 5     | 6          | 0                             | 177  | 5     | 182        | 327        |
| 11:45 AM   | 1                          | 0    | 2     | 3          | 3                             | 111  | 2     | 116        | 2                          | 0    | 5     | 7          | 1                             | 159  | 1     | 161        | 287        |
| Total      | 2                          | 0    | 6     | 8          | 12                            | 492  | 3     | 507        | 4                          | 0    | 29    | 33         | 3                             | 688  | 8     | 699        | 1247       |
| 12:00 PM   | 3                          | 0    | 0     | 3          | 3                             | 138  | 1     | 142        | 0                          | 0    | 8     | 8          | 2                             | 156  | 1     | 159        | 312        |
| 12:15 PM   | 3                          | 0    | 3     | 6          | 2                             | 153  | 5     | 160        | 1                          | 0    | 3     | 4          | 2                             | 219  | 1     | 222        | 392        |
| 12:30 PM   | 1                          | 0    | 3     | 4          | 5                             | 94   | 1     | 100        | 2                          | 0    | 5     | 7          | 2                             | 139  | 2     | 143        | 254        |
| 12:45 PM   | 2                          | 1    | 5     | 8          | 4                             | 127  | 0     | 131        | 1                          | 0    | 4     | 5          | 2                             | 189  | 1     | 192        | 336        |
| Total      | 9                          | 1    | 11    | 21         | 14                            | 512  | 7     | 533        | 4                          | 0    | 20    | 24         | 8                             | 703  | 5     | 716        | 1294       |
| 01:00 PM   | 1                          | 0    | 0     | 1          | 4                             | 121  | 2     | 127        | 0                          | 0    | 5     | 5          | 0                             | 183  | 2     | 185        | 318        |
| 01:15 PM   | 2                          | 1    | 2     | 5          | 4                             | 134  | 1     | 139        | 0                          | 0    | 4     | 4          | 2                             | 169  | 2     | 173        | 321        |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 3                             | 135  | 2     | 140        | 1                          | 0    | 9     | 10         | 2                             | 177  | 1     | 180        | 330        |
| 01:45 PM   | 0                          | 0    | 1     | 1          | 8                             | 122  | 4     | 134        | 0                          | 0    | 7     | 7          | 1                             | 166  | 5     | 172        | 314        |
| Total      | 3                          | 1    | 3     | 7          | 19                            | 512  | 9     | 540        | 1                          | 0    | 25    | 26         | 5                             | 695  | 10    | 710        | 1283       |
| 02:00 PM   | 3                          | 0    | 1     | 4          | 4                             | 125  | 1     | 130        | 0                          | 0    | 5     | 5          | 1                             | 168  | 3     | 172        | 311        |
| 02:15 PM   | 2                          | 0    | 2     | 4          | 4                             | 142  | 3     | 149        | 1                          | 0    | 6     | 7          | 1                             | 221  | 3     | 225        | 385        |
| 02:30 PM   | 1                          | 0    | 4     | 5          | 3                             | 158  | 3     | 164        | 0                          | 0    | 5     | 5          | 0                             | 168  | 3     | 171        | 345        |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 118  | 0     | 119        | 2                          | 0    | 9     | 11         | 0                             | 206  | 4     | 210        | 340        |
| Total      | 6                          | 0    | 7     | 13         | 12                            | 543  | 7     | 562        | 3                          | 0    | 25    | 28         | 2                             | 763  | 13    | 778        | 1381       |
| 03:00 PM   | 1                          | 0    | 1     | 2          | 1                             | 181  | 1     | 183        | 1                          | 1    | 3     | 5          | 1                             | 202  | 1     | 204        | 394        |
| 03:15 PM   | 3                          | 0    | 0     | 3          | 3                             | 167  | 3     | 173        | 1                          | 0    | 8     | 9          | 1                             | 204  | 2     | 207        | 392        |
| 03:30 PM   | 1                          | 1    | 2     | 4          | 2                             | 181  | 1     | 184        | 4                          | 0    | 3     | 7          | 2                             | 207  | 0     | 209        | 404        |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 2                             | 149  | 2     | 153        | 0                          | 0    | 4     | 4          | 2                             | 206  | 1     | 209        | 366        |
| Total      | 5                          | 1    | 3     | 9          | 8                             | 678  | 7     | 693        | 6                          | 1    | 18    | 25         | 6                             | 819  | 4     | 829        | 1556       |
| 04:00 PM   | 2                          | 0    | 0     | 2          | 2                             | 165  | 2     | 169        | 1                          | 0    | 3     | 4          | 2                             | 207  | 1     | 210        | 385        |
| 04:15 PM   | 0                          | 1    | 5     | 6          | 5                             | 186  | 4     | 195        | 1                          | 0    | 3     | 4          | 2                             | 177  | 1     | 180        | 385        |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 4                             | 185  | 0     | 189        | 2                          | 0    | 8     | 10         | 0                             | 212  | 2     | 214        | 413        |
| 04:45 PM   | 0                          | 0    | 3     | 3          | 7                             | 168  | 1     | 176        | 0                          | 0    | 3     | 3          | 1                             | 206  | 1     | 208        | 390        |
| Total      | 2                          | 1    | 8     | 11         | 18                            | 704  | 7     | 729        | 4                          | 0    | 17    | 21         | 5                             | 802  | 5     | 812        | 1573       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

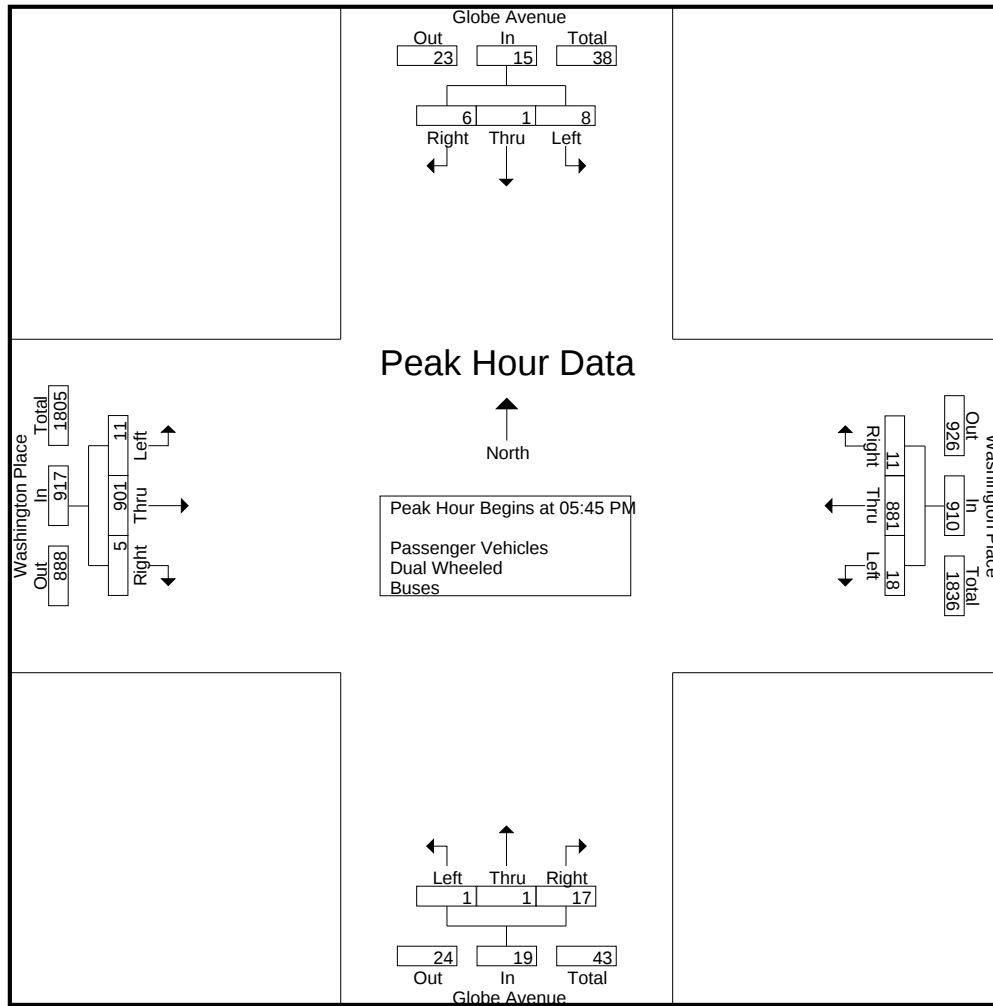
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |
| 05:00 PM             | 2                       | 0    | 1     | 3          | 2                          | 206  | 0     | 208        | 2                       | 0    | 3     | 5          | 0                          | 215  | 3     | 218        | 434        |
| 05:15 PM             | 0                       | 0    | 0     | 0          | 4                          | 196  | 6     | 206        | 0                       | 0    | 3     | 3          | 1                          | 216  | 2     | 219        | 428        |
| 05:30 PM             | 4                       | 0    | 1     | 5          | 6                          | 205  | 2     | 213        | 1                       | 0    | 3     | 4          | 0                          | 218  | 3     | 221        | 443        |
| 05:45 PM             | 2                       | 0    | 1     | 3          | 5                          | 230  | 2     | 237        | 0                       | 0    | 4     | 4          | 2                          | 200  | 1     | 203        | 447        |
| Total                | 8                       | 0    | 3     | 11         | 17                         | 837  | 10    | 864        | 3                       | 0    | 13    | 16         | 3                          | 849  | 9     | 861        | 1752       |
| 06:00 PM             | 3                       | 1    | 0     | 4          | 6                          | 218  | 2     | 226        | 0                       | 1    | 6     | 7          | 4                          | 228  | 0     | 232        | 469        |
| 06:15 PM             | 1                       | 0    | 2     | 3          | 4                          | 219  | 4     | 227        | 1                       | 0    | 2     | 3          | 4                          | 230  | 3     | 237        | 470        |
| 06:30 PM             | 2                       | 0    | 3     | 5          | 3                          | 214  | 3     | 220        | 0                       | 0    | 5     | 5          | 1                          | 243  | 1     | 245        | 475        |
| 06:45 PM             | 0                       | 1    | 2     | 3          | 2                          | 192  | 2     | 196        | 1                       | 0    | 4     | 5          | 2                          | 192  | 4     | 198        | 402        |
| Total                | 6                       | 2    | 7     | 15         | 15                         | 843  | 11    | 869        | 2                       | 1    | 17    | 20         | 11                         | 893  | 8     | 912        | 1816       |
| Grand Total          | 74                      | 7    | 63    | 144        | 152                        | 7328 | 86    | 7566       | 40                      | 7    | 244   | 291        | 55                         | 9277 | 90    | 9422       | 17423      |
| Apprch %             | 51.4                    | 4.9  | 43.8  |            | 2                          | 96.9 | 1.1   |            | 13.7                    | 2.4  | 83.8  |            | 0.6                        | 98.5 | 1     |            |            |
| Total %              | 0.4                     | 0    | 0.4   | 0.8        | 0.9                        | 42.1 | 0.5   | 43.4       | 0.2                     | 0    | 1.4   | 1.7        | 0.3                        | 53.2 | 0.5   | 54.1       |            |
| Passenger Vehicles   | 73                      | 7    | 62    | 142        | 149                        | 7224 | 84    | 7457       | 39                      | 7    | 241   | 287        | 55                         | 9185 | 88    | 9328       | 17214      |
| % Passenger Vehicles | 98.6                    | 100  | 98.4  | 98.6       | 98                         | 98.6 | 97.7  | 98.6       | 97.5                    | 100  | 98.8  | 98.6       | 100                        | 99   | 97.8  | 99         | 98.8       |
| Dual Wheeled         | 1                       | 0    | 1     | 2          | 3                          | 91   | 2     | 96         | 1                       | 0    | 3     | 4          | 0                          | 76   | 2     | 78         | 180        |
| % Dual Wheeled       | 1.4                     | 0    | 1.6   | 1.4        | 2                          | 1.2  | 2.3   | 1.3        | 2.5                     | 0    | 1.2   | 1.4        | 0                          | 0.8  | 2.2   | 0.8        | 1          |
| Buses                | 0                       | 0    | 0     | 0          | 0                          | 13   | 0     | 13         | 0                       | 0    | 0     | 0          | 0                          | 16   | 0     | 16         | 29         |
| % Buses              | 0                       | 0    | 0     | 0          | 0                          | 0.2  | 0     | 0.2        | 0                       | 0    | 0     | 0          | 0                          | 0.2  | 0     | 0.2        | 0.2        |

|                                                            | Globe Avenue Southbound |          |          |            | Washington Place Westbound |            |          |            | Globe Avenue Northbound |          |          |            | Washington Place 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 06:45 PM - Peak 1 of 1 |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:45 PM       |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| 05:45 PM                                                   | 2                       | 0        | 1        | 3          | 5                          | <b>230</b> | 2        | <b>237</b> | 0                       | 0        | 4        | 4          | 2                          | 200        | 1        | 203        | 447        |
| 06:00 PM                                                   | <b>3</b>                | <b>1</b> | 0        | 4          | <b>6</b>                   | 218        | 2        | 226        | 0                       | <b>1</b> | <b>6</b> | <b>7</b>   | <b>4</b>                   | 228        | 0        | 232        | 469        |
| 06:15 PM                                                   | 1                       | 0        | 2        | 3          | 4                          | 219        | <b>4</b> | 227        | <b>1</b>                | 0        | 2        | 3          | 4                          | 230        | <b>3</b> | 237        | 470        |
| 06:30 PM                                                   | 2                       | 0        | <b>3</b> | <b>5</b>   | 3                          | 214        | 3        | 220        | 0                       | 0        | 5        | 5          | <b>1</b>                   | <b>243</b> | <b>1</b> | <b>245</b> | <b>475</b> |
| Total Volume                                               | 8                       | 1        | 6        | 15         | 18                         | 881        | 11       | 910        | 1                       | 1        | 17       | 19         | 11                         | 901        | 5        | 917        | 1861       |
| % App. Total                                               | 53.3                    | 6.7      | 40       |            | 2                          | 96.8       | 1.2      |            | 5.3                     | 5.3      | 89.5     |            | 1.2                        | 98.3       | 0.5      |            |            |
| PHF                                                        | .667                    | .250     | .500     | .750       | .750                       | .958       | .688     | .960       | .250                    | .250     | .708     | .679       | .688                       | .927       | .417     | .936       | .979       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 12:00 PM |      |      |      | 05:45 PM |      |      |      | 10:30 AM |      |      |      | 08:00 AM |      |      |      |
|--------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
| +0 mins.     | 3        | 0    | 0    | 3    | 5        | 230  | 2    | 237  | 0        | 0    | 7    | 7    | 0        | 232  | 3    | 235  |
| +15 mins.    | 3        | 0    | 3    | 6    | 6        | 218  | 2    | 226  | 0        | 1    | 8    | 9    | 0        | 253  | 2    | 255  |
| +30 mins.    | 1        | 0    | 3    | 4    | 4        | 219  | 4    | 227  | 1        | 0    | 7    | 8    | 1        | 254  | 7    | 262  |
| +45 mins.    | 2        | 1    | 5    | 8    | 3        | 214  | 3    | 220  | 0        | 0    | 12   | 12   | 1        | 228  | 2    | 231  |
| Total Volume | 9        | 1    | 11   | 21   | 18       | 881  | 11   | 910  | 1        | 1    | 34   | 36   | 2        | 967  | 14   | 983  |
| % App. Total | 42.9     | 4.8  | 52.4 |      | 2        | 96.8 | 1.2  |      | 2.8      | 2.8  | 94.4 |      | 0.2      | 98.4 | 1.4  |      |
| PHF          | .750     | .250 | .550 | .656 | .750     | .958 | .688 | .960 | .250     | .250 | .708 | .750 | .500     | .952 | .500 | .938 |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Passenger Vehicles

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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   | 3                          | 0    | 1     | 4          | 0                             | 98   | 0     | 98         | 0                          | 0    | 6     | 6          | 0                             | 121  | 1     | 122        | 230        |
| 07:15 AM   | 3                          | 0    | 2     | 5          | 0                             | 133  | 2     | 135        | 2                          | 0    | 5     | 7          | 0                             | 143  | 0     | 143        | 290        |
| 07:30 AM   | 3                          | 0    | 0     | 3          | 2                             | 161  | 1     | 164        | 1                          | 0    | 2     | 3          | 3                             | 180  | 1     | 184        | 354        |
| 07:45 AM   | 6                          | 0    | 0     | 6          | 1                             | 170  | 3     | 174        | 1                          | 0    | 1     | 2          | 0                             | 215  | 2     | 217        | 399        |
| Total      | 15                         | 0    | 3     | 18         | 3                             | 562  | 6     | 571        | 4                          | 0    | 14    | 18         | 3                             | 659  | 4     | 666        | 1273       |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 175  | 4     | 180        | 1                          | 0    | 10    | 11         | 0                             | 232  | 3     | 235        | 426        |
| 08:15 AM   | 4                          | 0    | 0     | 4          | 5                             | 141  | 1     | 147        | 1                          | 0    | 6     | 7          | 0                             | 252  | 2     | 254        | 412        |
| 08:30 AM   | 2                          | 0    | 2     | 4          | 0                             | 162  | 1     | 163        | 4                          | 1    | 2     | 7          | 1                             | 251  | 6     | 258        | 432        |
| 08:45 AM   | 3                          | 0    | 1     | 4          | 2                             | 173  | 3     | 178        | 0                          | 0    | 2     | 2          | 1                             | 226  | 2     | 229        | 413        |
| Total      | 9                          | 0    | 3     | 12         | 8                             | 651  | 9     | 668        | 6                          | 1    | 20    | 27         | 2                             | 961  | 13    | 976        | 1683       |
| 09:00 AM   | 4                          | 0    | 1     | 5          | 4                             | 143  | 1     | 148        | 1                          | 0    | 9     | 10         | 0                             | 185  | 0     | 185        | 348        |
| 09:15 AM   | 1                          | 0    | 0     | 1          | 2                             | 143  | 0     | 145        | 1                          | 0    | 3     | 4          | 0                             | 193  | 2     | 195        | 345        |
| 09:30 AM   | 0                          | 0    | 1     | 1          | 4                             | 107  | 2     | 113        | 1                          | 1    | 8     | 10         | 1                             | 199  | 1     | 201        | 325        |
| 09:45 AM   | 0                          | 0    | 1     | 1          | 4                             | 121  | 2     | 127        | 0                          | 1    | 4     | 5          | 0                             | 151  | 3     | 154        | 287        |
| Total      | 5                          | 0    | 3     | 8          | 14                            | 514  | 5     | 533        | 3                          | 2    | 24    | 29         | 1                             | 728  | 6     | 735        | 1305       |
| 10:00 AM   | 1                          | 0    | 2     | 3          | 2                             | 103  | 0     | 105        | 0                          | 1    | 6     | 7          | 2                             | 186  | 1     | 189        | 304        |
| 10:15 AM   | 1                          | 0    | 2     | 3          | 4                             | 117  | 1     | 122        | 0                          | 0    | 1     | 1          | 1                             | 173  | 0     | 174        | 300        |
| 10:30 AM   | 0                          | 0    | 1     | 1          | 1                             | 111  | 2     | 114        | 0                          | 0    | 6     | 6          | 1                             | 168  | 3     | 172        | 293        |
| 10:45 AM   | 1                          | 1    | 1     | 3          | 4                             | 107  | 2     | 113        | 0                          | 1    | 8     | 9          | 2                             | 156  | 0     | 158        | 283        |
| Total      | 3                          | 1    | 6     | 10         | 11                            | 438  | 5     | 454        | 0                          | 2    | 21    | 23         | 6                             | 683  | 4     | 693        | 1180       |
| 11:00 AM   | 1                          | 0    | 3     | 4          | 3                             | 120  | 1     | 124        | 1                          | 0    | 7     | 8          | 1                             | 143  | 1     | 145        | 281        |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 1                             | 124  | 0     | 125        | 0                          | 0    | 12    | 12         | 1                             | 207  | 1     | 209        | 346        |
| 11:30 AM   | 0                          | 0    | 1     | 1          | 5                             | 130  | 0     | 135        | 1                          | 0    | 5     | 6          | 0                             | 177  | 5     | 182        | 324        |
| 11:45 AM   | 1                          | 0    | 2     | 3          | 3                             | 110  | 2     | 115        | 2                          | 0    | 5     | 7          | 1                             | 158  | 1     | 160        | 285        |
| Total      | 2                          | 0    | 6     | 8          | 12                            | 484  | 3     | 499        | 4                          | 0    | 29    | 33         | 3                             | 685  | 8     | 696        | 1236       |
| 12:00 PM   | 3                          | 0    | 0     | 3          | 3                             | 136  | 1     | 140        | 0                          | 0    | 7     | 7          | 2                             | 154  | 1     | 157        | 307        |
| 12:15 PM   | 3                          | 0    | 3     | 6          | 2                             | 151  | 4     | 157        | 1                          | 0    | 3     | 4          | 2                             | 218  | 1     | 221        | 388        |
| 12:30 PM   | 1                          | 0    | 2     | 3          | 5                             | 94   | 1     | 100        | 1                          | 0    | 5     | 6          | 2                             | 136  | 2     | 140        | 249        |
| 12:45 PM   | 2                          | 1    | 5     | 8          | 3                             | 124  | 0     | 127        | 1                          | 0    | 4     | 5          | 2                             | 186  | 1     | 189        | 329        |
| Total      | 9                          | 1    | 10    | 20         | 13                            | 505  | 6     | 524        | 3                          | 0    | 19    | 22         | 8                             | 694  | 5     | 707        | 1273       |
| 01:00 PM   | 1                          | 0    | 0     | 1          | 3                             | 118  | 2     | 123        | 0                          | 0    | 5     | 5          | 0                             | 182  | 2     | 184        | 313        |
| 01:15 PM   | 2                          | 1    | 2     | 5          | 4                             | 131  | 1     | 136        | 0                          | 0    | 4     | 4          | 2                             | 168  | 2     | 172        | 317        |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 3                             | 133  | 2     | 138        | 1                          | 0    | 9     | 10         | 2                             | 172  | 1     | 175        | 323        |
| 01:45 PM   | 0                          | 0    | 1     | 1          | 8                             | 120  | 4     | 132        | 0                          | 0    | 7     | 7          | 1                             | 166  | 5     | 172        | 312        |
| Total      | 3                          | 1    | 3     | 7          | 18                            | 502  | 9     | 529        | 1                          | 0    | 25    | 26         | 5                             | 688  | 10    | 703        | 1265       |
| 02:00 PM   | 3                          | 0    | 1     | 4          | 4                             | 122  | 1     | 127        | 0                          | 0    | 5     | 5          | 1                             | 165  | 3     | 169        | 305        |
| 02:15 PM   | 2                          | 0    | 2     | 4          | 4                             | 141  | 3     | 148        | 1                          | 0    | 6     | 7          | 1                             | 220  | 3     | 224        | 383        |
| 02:30 PM   | 1                          | 0    | 4     | 5          | 3                             | 154  | 3     | 160        | 0                          | 0    | 5     | 5          | 0                             | 166  | 2     | 168        | 338        |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 116  | 0     | 117        | 2                          | 0    | 9     | 11         | 0                             | 202  | 4     | 206        | 334        |
| Total      | 6                          | 0    | 7     | 13         | 12                            | 533  | 7     | 552        | 3                          | 0    | 25    | 28         | 2                             | 753  | 12    | 767        | 1360       |
| 03:00 PM   | 1                          | 0    | 1     | 2          | 1                             | 178  | 1     | 180        | 1                          | 1    | 3     | 5          | 1                             | 201  | 1     | 203        | 390        |
| 03:15 PM   | 3                          | 0    | 0     | 3          | 3                             | 165  | 3     | 171        | 1                          | 0    | 7     | 8          | 1                             | 198  | 2     | 201        | 383        |
| 03:30 PM   | 1                          | 1    | 2     | 4          | 2                             | 179  | 1     | 182        | 4                          | 0    | 3     | 7          | 2                             | 206  | 0     | 208        | 401        |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 2                             | 148  | 2     | 152        | 0                          | 0    | 4     | 4          | 2                             | 202  | 1     | 205        | 361        |
| Total      | 5                          | 1    | 3     | 9          | 8                             | 670  | 7     | 685        | 6                          | 1    | 17    | 24         | 6                             | 807  | 4     | 817        | 1535       |
| 04:00 PM   | 2                          | 0    | 0     | 2          | 2                             | 163  | 2     | 167        | 1                          | 0    | 3     | 4          | 2                             | 203  | 1     | 206        | 379        |
| 04:15 PM   | 0                          | 1    | 5     | 6          | 5                             | 183  | 4     | 192        | 1                          | 0    | 3     | 4          | 2                             | 177  | 1     | 180        | 382        |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 4                             | 183  | 0     | 187        | 2                          | 0    | 8     | 10         | 0                             | 208  | 2     | 210        | 407        |
| 04:45 PM   | 0                          | 0    | 3     | 3          | 7                             | 168  | 1     | 176        | 0                          | 0    | 3     | 3          | 1                             | 205  | 1     | 207        | 389        |
| Total      | 2                          | 1    | 8     | 11         | 18                            | 697  | 7     | 722        | 4                          | 0    | 17    | 21         | 5                             | 793  | 5     | 803        | 1557       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

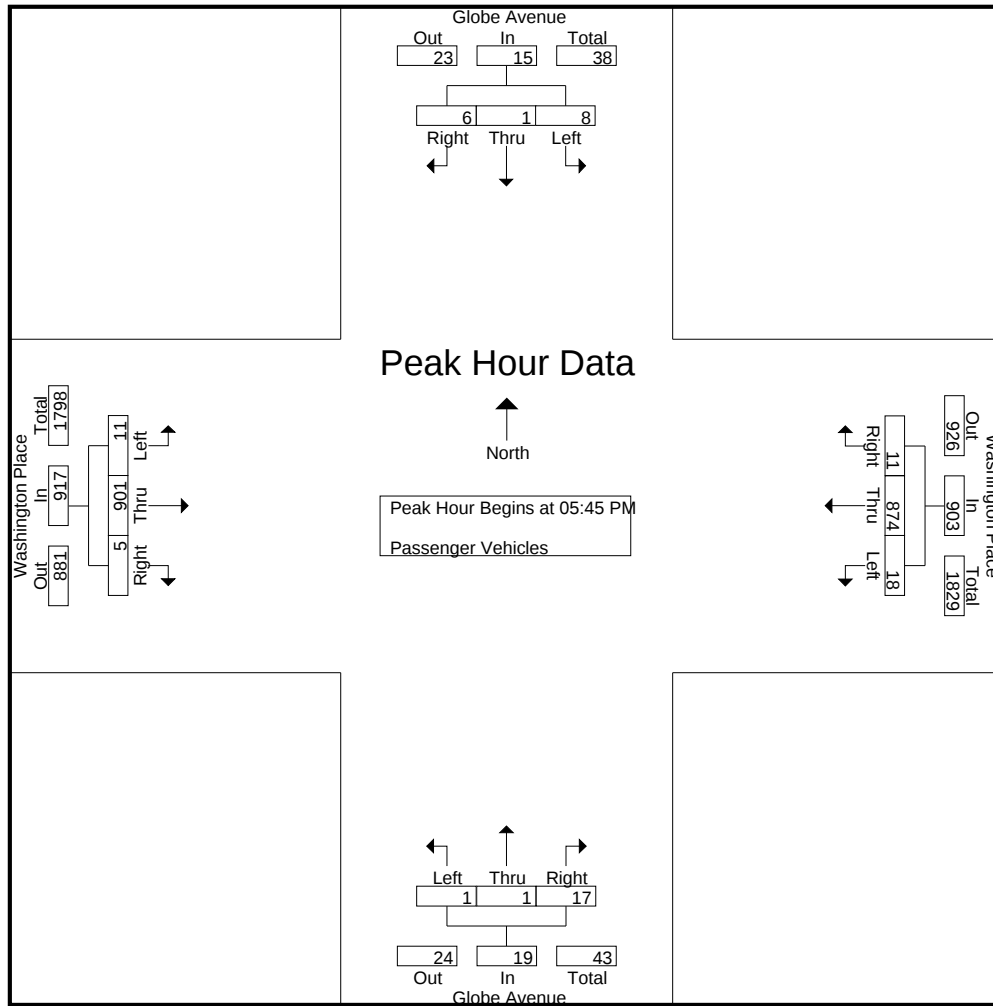
Groups Printed- Passenger Vehicles

|             | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |
| 05:00 PM    | 2                       | 0    | 1     | 3          | 2                          | 206  | 0     | 208        | 2                       | 0    | 3     | 5          | 0                          | 213  | 3     | 216        | 432        |
| 05:15 PM    | 0                       | 0    | 0     | 0          | 4                          | 195  | 5     | 204        | 0                       | 0    | 3     | 3          | 1                          | 215  | 2     | 218        | 425        |
| 05:30 PM    | 4                       | 0    | 1     | 5          | 6                          | 201  | 2     | 209        | 1                       | 0    | 3     | 4          | 0                          | 214  | 3     | 217        | 435        |
| 05:45 PM    | 2                       | 0    | 1     | 3          | 5                          | 229  | 2     | 236        | 0                       | 0    | 4     | 4          | 2                          | 200  | 1     | 203        | 446        |
| Total       | 8                       | 0    | 3     | 11         | 17                         | 831  | 9     | 857        | 3                       | 0    | 13    | 16         | 3                          | 842  | 9     | 854        | 1738       |
| 06:00 PM    | 3                       | 1    | 0     | 4          | 6                          | 217  | 2     | 225        | 0                       | 1    | 6     | 7          | 4                          | 228  | 0     | 232        | 468        |
| 06:15 PM    | 1                       | 0    | 2     | 3          | 4                          | 216  | 4     | 224        | 1                       | 0    | 2     | 3          | 4                          | 230  | 3     | 237        | 467        |
| 06:30 PM    | 2                       | 0    | 3     | 5          | 3                          | 212  | 3     | 218        | 0                       | 0    | 5     | 5          | 1                          | 243  | 1     | 245        | 473        |
| 06:45 PM    | 0                       | 1    | 2     | 3          | 2                          | 192  | 2     | 196        | 1                       | 0    | 4     | 5          | 2                          | 191  | 4     | 197        | 401        |
| Total       | 6                       | 2    | 7     | 15         | 15                         | 837  | 11    | 863        | 2                       | 1    | 17    | 20         | 11                         | 892  | 8     | 911        | 1809       |
| Grand Total | 73                      | 7    | 62    | 142        | 149                        | 7224 | 84    | 7457       | 39                      | 7    | 241   | 287        | 55                         | 9185 | 88    | 9328       | 17214      |
| Apprch %    | 51.4                    | 4.9  | 43.7  |            | 2                          | 96.9 | 1.1   |            | 13.6                    | 2.4  | 84    |            | 0.6                        | 98.5 | 0.9   |            |            |
| Total %     | 0.4                     | 0    | 0.4   | 0.8        | 0.9                        | 42   | 0.5   | 43.3       | 0.2                     | 0    | 1.4   | 1.7        | 0.3                        | 53.4 | 0.5   | 54.2       |            |

|                                                            | Globe Avenue Southbound |          |          |            | Washington Place Westbound |            |          |            | Globe Avenue Northbound |          |          |            | Washington Place 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 05:45 PM to 06:30 PM - Peak 1 of 1 |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:45 PM       |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| 05:45 PM                                                   | 2                       | 0        | 1        | 3          | 5                          | <b>229</b> | 2        | <b>236</b> | 0                       | 0        | 4        | 4          | 2                          | 200        | 1        | 203        | 446        |
| 06:00 PM                                                   | <b>3</b>                | <b>1</b> | 0        | 4          | <b>6</b>                   | 217        | 2        | 225        | 0                       | <b>1</b> | <b>6</b> | <b>7</b>   | <b>4</b>                   | 228        | 0        | 232        | 468        |
| 06:15 PM                                                   | 1                       | 0        | 2        | 3          | 4                          | 216        | <b>4</b> | 224        | <b>1</b>                | 0        | 2        | 3          | 4                          | 230        | <b>3</b> | 237        | 467        |
| 06:30 PM                                                   | 2                       | 0        | <b>3</b> | <b>5</b>   | 3                          | 212        | 3        | 218        | 0                       | 0        | 5        | 5          | 1                          | <b>243</b> | 1        | <b>245</b> | <b>473</b> |
| Total Volume                                               | 8                       | 1        | 6        | 15         | 18                         | 874        | 11       | 903        | 1                       | 1        | 17       | 19         | 11                         | 901        | 5        | 917        | 1854       |
| % App. Total                                               | 53.3                    | 6.7      | 40       |            | 2                          | 96.8       | 1.2      |            | 5.3                     | 5.3      | 89.5     |            | 1.2                        | 98.3       | 0.5      |            |            |
| PHF                                                        | .667                    | .250     | .500     | .750       | .750                       | .954       | .688     | .957       | .250                    | .250     | .708     | .679       | .688                       | .927       | .417     | .936       | .980       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 05:45 PM |          |          |          | 05:45 PM |            |          |            | 05:45 PM |          |          |          | 05:45 PM |            |          |            |
|--------------|----------|----------|----------|----------|----------|------------|----------|------------|----------|----------|----------|----------|----------|------------|----------|------------|
| +0 mins.     | 2        | 0        | 1        | 3        | 5        | <b>229</b> | 2        | <b>236</b> | 0        | 0        | 4        | 4        | 2        | 200        | 1        | 203        |
| +15 mins.    | <b>3</b> | <b>1</b> | 0        | 4        | <b>6</b> | 217        | 2        | 225        | 0        | <b>1</b> | <b>6</b> | <b>7</b> | <b>4</b> | 228        | 0        | 232        |
| +30 mins.    | 1        | 0        | 2        | 3        | 4        | 216        | <b>4</b> | 224        | <b>1</b> | 0        | 2        | 3        | 4        | 230        | <b>3</b> | 237        |
| +45 mins.    | 2        | 0        | <b>3</b> | <b>5</b> | 3        | 212        | 3        | 218        | 0        | 0        | 5        | 5        | 1        | <b>243</b> | 1        | <b>245</b> |
| Total Volume | 8        | 1        | 6        | 15       | 18       | 874        | 11       | 903        | 1        | 1        | 17       | 19       | 11       | 901        | 5        | 917        |
| % App. Total | 53.3     | 6.7      | 40       |          | 2        | 96.8       | 1.2      |            | 5.3      | 5.3      | 89.5     |          | 1.2      | 98.3       | 0.5      |            |
| PHF          | .667     | .250     | .500     | .750     | .750     | .954       | .688     | .957       | .250     | .250     | .708     | .679     | .688     | .927       | .417     | .936       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Dual Wheeled

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 3          |
| 07:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 07:45 AM   | 1                          | 0    | 0     | 1          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 5          |
| Total      | 1                          | 0    | 0     | 1          | 0                             | 6    | 0     | 6          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 12         |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 08:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 08:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 1     | 2          | 4          |
| 08:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 5          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 0                          | 0    | 0     | 0          | 0                             | 4    | 1     | 5          | 15         |
| 09:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 2    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 09:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 09:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 09:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 7          |
| Total      | 0                          | 0    | 0     | 0          | 1                             | 10   | 0     | 11         | 0                          | 0    | 0     | 0          | 0                             | 7    | 0     | 7          | 18         |
| 10:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 10:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 7          |
| 10:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 1     | 1          | 0                             | 2    | 0     | 2          | 4          |
| 10:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 6          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 0                          | 0    | 1     | 1          | 0                             | 9    | 0     | 9          | 18         |
| 11:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 11:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 11:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 11         |
| 12:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 1     | 1          | 0                             | 2    | 0     | 2          | 5          |
| 12:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 1     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 12:30 PM   | 0                          | 0    | 1     | 1          | 0                             | 0    | 0     | 0          | 1                          | 0    | 0     | 1          | 0                             | 2    | 0     | 2          | 4          |
| 12:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 3    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 6          |
| Total      | 0                          | 0    | 1     | 1          | 1                             | 7    | 1     | 9          | 1                          | 0    | 1     | 2          | 0                             | 7    | 0     | 7          | 19         |
| 01:00 PM   | 0                          | 0    | 0     | 0          | 1                             | 3    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 01:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 7          |
| 01:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| Total      | 0                          | 0    | 0     | 0          | 1                             | 10   | 0     | 11         | 0                          | 0    | 0     | 0          | 0                             | 6    | 0     | 6          | 17         |
| 02:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 6          |
| 02:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| 02:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 5          |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 6          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 0                          | 0    | 0     | 0          | 0                             | 8    | 1     | 9          | 19         |
| 03:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 03:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 1     | 1          | 0                             | 6    | 0     | 6          | 7          |
| 03:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 4          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 0                          | 0    | 1     | 1          | 0                             | 11   | 0     | 11         | 17         |
| 04:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 5          |
| 04:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 5          |
| 04:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 6    | 0     | 6          | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 14         |

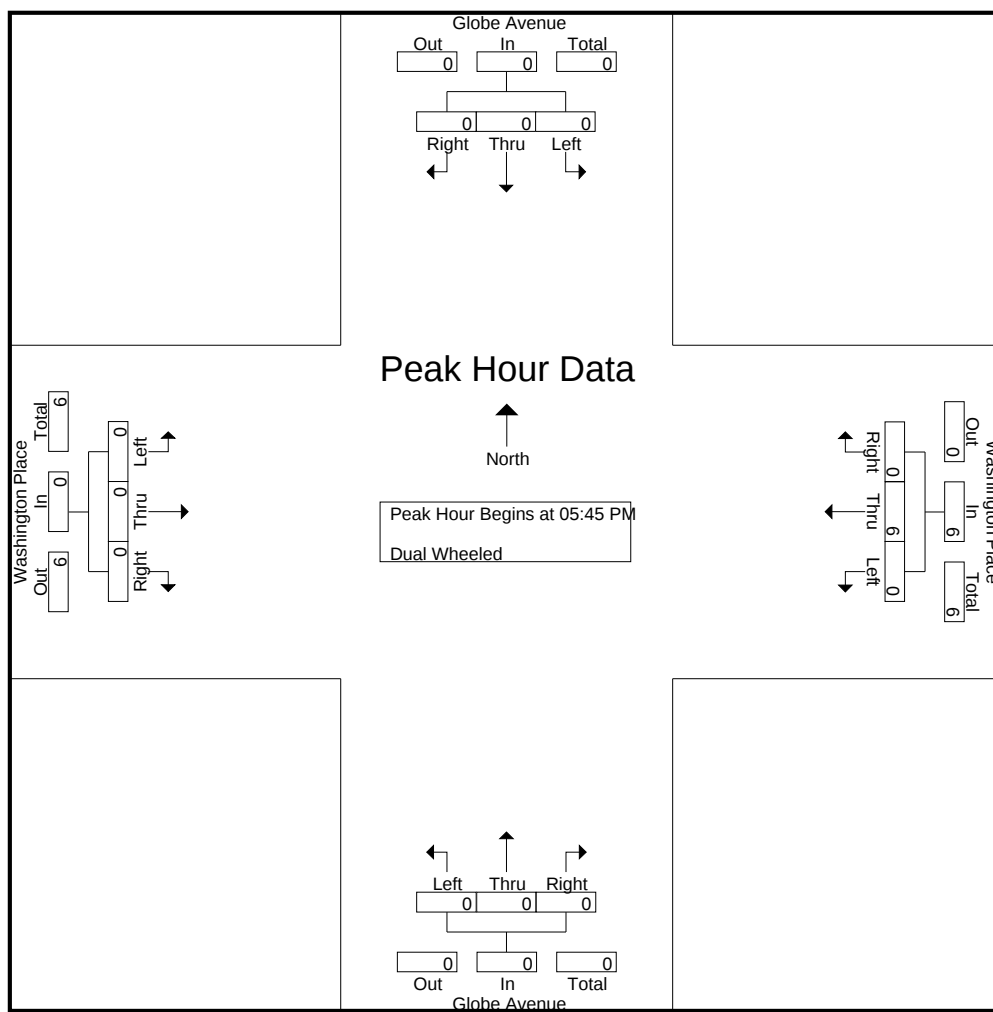
File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

| Groups: Limited Dual-Wheeled |                         |      |       |            |                            |      |       |            |                         |      |       |            |                            |      |       |            |            |     |  |
|------------------------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|-----|--|
|                              | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |     |  |
| 05:00 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 2     | 0          | 2          | 2   |  |
| 05:15 PM                     | 0                       | 0    | 0     | 0          | 0                          | 1    | 1     | 2          | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 3          | 3   |  |
| 05:30 PM                     | 0                       | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                       | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 8          | 8   |  |
| 05:45 PM                     | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 1          | 1   |  |
| Total                        | 0                       | 0    | 0     | 0          | 0                          | 6    | 1     | 7          | 0                       | 0    | 0     | 0          | 0                          | 7    | 0     | 7          | 14         | 14  |  |
| 06:00 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          | 0   |  |
| 06:15 PM                     | 0                       | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 3          | 3   |  |
| 06:30 PM                     | 0                       | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 2          | 2   |  |
| 06:45 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 1          | 1   |  |
| Total                        | 0                       | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 6          | 6   |  |
| Grand Total                  | 1                       | 0    | 1     | 2          | 3                          | 91   | 2     | 96         | 1                       | 0    | 3     | 4          | 0                          | 76   | 2     | 78         | 180        | 180 |  |
| Apprch %                     | 50                      | 0    | 50    |            | 3.1                        | 94.8 | 2.1   |            | 25                      | 0    | 75    |            | 0                          | 97.4 | 2.6   |            |            |     |  |
| Total %                      | 0.6                     | 0    | 0.6   | 1.1        | 1.7                        | 50.6 | 1.1   | 53.3       | 0.6                     | 0    | 1.7   | 2.2        | 0                          | 42.2 | 1.1   | 43.3       |            |     |  |

[illegible]

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



| Each Approach Begins at: |          |      |      |      |          |      |      |      |          |      |      |      |          |      |      |      |
|--------------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
|                          | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |      |
| +0 mins.                 | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +15 mins.                | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +30 mins.                | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.                | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume             | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total             | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF                      | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Buses

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 07:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 08:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 08:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 08:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 5          |
| 09:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 09:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 09:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 4          |
| 09:45 AM   | 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                             | 5    | 0     | 5          | 5          |
| 10:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 10:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 10:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 10:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| 11:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:45 AM   | 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          |
| 12:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 12:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 12:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 12:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 01:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 01:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 01:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 02:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 02:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 02:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 03:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 03:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 03:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 04:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 04:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 04:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

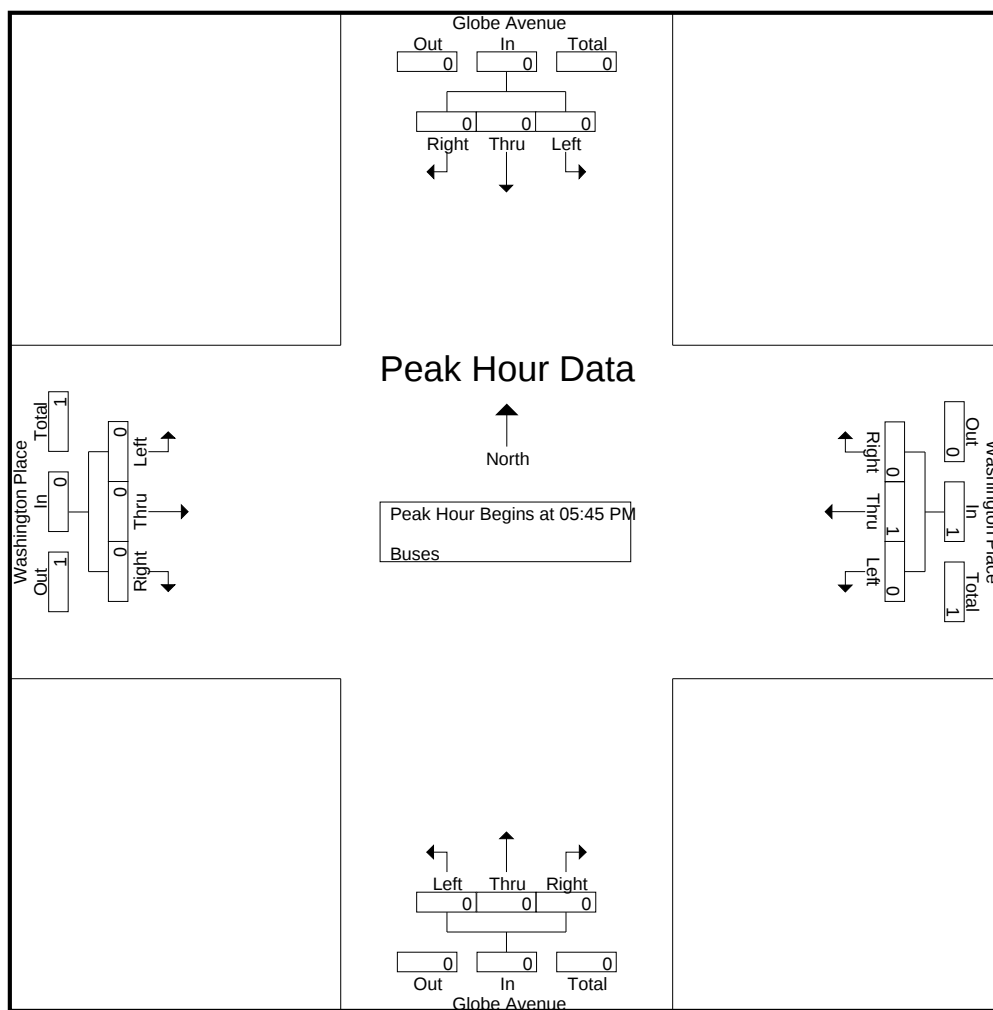
File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

|             | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |
| 05:00 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 05:15 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 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                          | 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          |
| 06:00 PM    | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 1          |
| 06:15 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 06:30 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 06:45 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| Total       | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 1          |
| Grand Total | 0                       | 0    | 0     | 0          | 0                          | 13   | 0     | 13         | 0                       | 0    | 0     | 0          | 0                          | 16   | 0     | 16         | 29         |
| Apprch %    | 0                       | 0    | 0     |            | 0                          | 100  | 0     |            | 0                       | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| Total %     | 0                       | 0    | 0     | 0          | 0                          | 44.8 | 0     | 44.8       | 0                       | 0    | 0     | 0          | 0                          | 55.2 | 0     | 55.2       |            |

[illegible]

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



Peak Hour for Each Approach Begins at:

| Each Approach Begins at: |          |      |      |      |          |      |      |      |          |      |      |      |          |      |      |  |
|--------------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|--|
|                          | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |  |
| +0 mins.                 | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| +15 mins.                | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| +30 mins.                | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| +45 mins.                | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| Total Volume             | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| % App. Total             | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    |  |
| PHE                      | .000     | .000 | .000 | .000 | .000     | .250 | .000 | .250 | .000     | .000 | .000 | .000 | .000     | .000 | .000 |  |

# Counts Unlimited, Inc.

Page 1

City of Los Angeles  
Sawtelle Boulevard  
N/ Alley  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC001  
Site Code: 166-16593

| Start Time     | 11/3/2016 Thu | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 48         | 87          |             |           | 45         | 117        |             |           |                 |           |
| 12:15          |               | 22         | 105         |             |           | 32         | 161        |             |           |                 |           |
| 12:30          |               | 6          | 85          |             |           | 49         | 141        |             |           |                 |           |
| 12:45          |               | 1          | 97          | 77          | 374       | 40         | 142        | 166         | 561       | 243             | 935       |
| 01:00          |               | 5          | 99          |             |           | 49         | 162        |             |           |                 |           |
| 01:15          |               | 1          | 107         |             |           | 30         | 146        |             |           |                 |           |
| 01:30          |               | 2          | 78          |             |           | 20         | 157        |             |           |                 |           |
| 01:45          |               | 3          | 102         | 11          | 386       | 35         | 145        | 134         | 610       | 145             | 996       |
| 02:00          |               | 5          | 86          |             |           | 25         | 151        |             |           |                 |           |
| 02:15          |               | 2          | 91          |             |           | 25         | 162        |             |           |                 |           |
| 02:30          |               | 5          | 95          |             |           | 22         | 188        |             |           |                 |           |
| 02:45          |               | 2          | 114         | 14          | 386       | 19         | 221        | 91          | 722       | 105             | 1108      |
| 03:00          |               | 4          | 109         |             |           | 16         | 193        |             |           |                 |           |
| 03:15          |               | 4          | 157         |             |           | 19         | 215        |             |           |                 |           |
| 03:30          |               | 2          | 131         |             |           | 20         | 207        |             |           |                 |           |
| 03:45          |               | 7          | 138         | 17          | 535       | 22         | <b>228</b> | 77          | 843       | 94              | 1378      |
| 04:00          |               | 3          | 159         |             |           | 31         | <b>252</b> |             |           |                 |           |
| 04:15          |               | 5          | 139         |             |           | 27         | <b>242</b> |             |           |                 |           |
| 04:30          |               | 6          | 124         |             |           | 15         | <b>216</b> |             |           |                 |           |
| 04:45          |               | 7          | 125         | 21          | 547       | 23         | 209        | 96          | 919       | 117             | 1466      |
| 05:00          |               | 15         | 162         |             |           | 17         | 204        |             |           |                 |           |
| 05:15          |               | 14         | 167         |             |           | 25         | 224        |             |           |                 |           |
| 05:30          |               | 17         | 135         |             |           | 32         | 179        |             |           |                 |           |
| 05:45          |               | 39         | <b>140</b>  | 85          | 604       | 36         | 212        | 110         | 819       | 195             | 1423      |
| 06:00          |               | 49         | <b>183</b>  |             |           | 46         | 224        |             |           |                 |           |
| 06:15          |               | 72         | <b>182</b>  |             |           | 50         | 214        |             |           |                 |           |
| 06:30          |               | 134        | <b>163</b>  |             |           | 56         | 206        |             |           |                 |           |
| 06:45          |               | 177        | 122         | 432         | 650       | 53         | 178        | 205         | 822       | 637             | 1472      |
| 07:00          |               | <b>229</b> | 127         |             |           | 64         | 198        |             |           |                 |           |
| 07:15          |               | <b>245</b> | 124         |             |           | 69         | 188        |             |           |                 |           |
| 07:30          |               | <b>227</b> | 94          |             |           | 81         | 221        |             |           |                 |           |
| 07:45          |               | <b>198</b> | 61          | 899         | 406       | 120        | 183        | 334         | 790       | 1233            | 1196      |
| 08:00          |               | 207        | 49          |             |           | 117        | 221        |             |           |                 |           |
| 08:15          |               | 203        | 59          |             |           | 128        | 205        |             |           |                 |           |
| 08:30          |               | 187        | 53          |             |           | 126        | 198        |             |           |                 |           |
| 08:45          |               | 199        | 33          | 796         | 194       | 144        | 214        | 515         | 838       | 1311            | 1032      |
| 09:00          |               | 173        | 56          |             |           | 124        | 173        |             |           |                 |           |
| 09:15          |               | 138        | 42          |             |           | 88         | 132        |             |           |                 |           |
| 09:30          |               | 140        | 34          |             |           | 105        | 206        |             |           |                 |           |
| 09:45          |               | 110        | 36          | 561         | 168       | 113        | 192        | 430         | 703       | 991             | 871       |
| 10:00          |               | 106        | 25          |             |           | 116        | 190        |             |           |                 |           |
| 10:15          |               | 95         | 30          |             |           | 121        | 213        |             |           |                 |           |
| 10:30          |               | 85         | 23          |             |           | 132        | 208        |             |           |                 |           |
| 10:45          |               | 82         | 20          | 368         | 98        | 120        | 131        | 489         | 742       | 857             | 840       |
| 11:00          |               | 92         | 26          |             |           | <b>140</b> | 149        |             |           |                 |           |
| 11:15          |               | 87         | 21          |             |           | <b>130</b> | 101        |             |           |                 |           |
| 11:30          |               | 80         | 14          |             |           | <b>125</b> | 96         |             |           |                 |           |
| 11:45          |               | 73         | 12          | 332         | 73        | <b>149</b> | 84         | 544         | 430       | 876             | 503       |
| Total          |               | 3613       | 4421        | 3613        | 4421      | 3191       | 8799       | 3191        | 8799      | 6804            | 13220     |
| Combined Total |               | 8034       |             | 8034        |           | 11990      |            | 11990       |           | 20024           |           |
| AM Peak        | -             | 07:00      | -           | -           | -         | 11:00      | -          | -           | -         | -               | -         |
| Vol.           | -             | 899        | -           | -           | -         | 544        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.917      |             |             |           | 0.913      |            |             |           |                 |           |
| PM Peak        | -             | -          | 05:45       | -           | -         | -          | 03:45      | -           | -         | -               | -         |
| Vol.           | -             | -          | 668         | -           | -         | -          | 938        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.913       |             |           |            | 0.931      |             |           |                 |           |
| Percentage     |               | 45.0%      | 55.0%       |             |           | 26.6%      | 73.4%      |             |           |                 |           |
| ADT/AADT       |               | ADT 20,024 | AADT 20,024 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Los Angeles  
Sawtelle Boulevard  
S/ Alley  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC002  
Site Code: 166-16593

| Start Time     | 11/3/2016 Thu | Northbound |             | Hour Totals |           | Southbound |            | Hour Totals |           | Combined Totals |           |
|----------------|---------------|------------|-------------|-------------|-----------|------------|------------|-------------|-----------|-----------------|-----------|
|                |               | Morning    | Afternoon   | Morning     | Afternoon | Morning    | Afternoon  | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |               | 49         | 79          |             |           | 46         | 121        |             |           |                 |           |
| 12:15          |               | 49         | 96          |             |           | 34         | 161        |             |           |                 |           |
| 12:30          |               | 24         | 107         |             |           | 47         | 138        |             |           |                 |           |
| 12:45          |               | 9          | 87          | 131         | 369       | 38         | 130        | 165         | 550       | 296             | 919       |
| 01:00          |               | 3          | 99          |             |           | 48         | 160        |             |           |                 |           |
| 01:15          |               | 6          | 100         |             |           | 30         | 145        |             |           |                 |           |
| 01:30          |               | 3          | 118         |             |           | 20         | 151        |             |           |                 |           |
| 01:45          |               | 4          | 84          | 16          | 401       | 34         | 142        | 132         | 598       | 148             | 999       |
| 02:00          |               | 5          | 112         |             |           | 24         | 139        |             |           |                 |           |
| 02:15          |               | 8          | 90          |             |           | 25         | 161        |             |           |                 |           |
| 02:30          |               | 4          | 96          |             |           | 21         | 182        |             |           |                 |           |
| 02:45          |               | 8          | 95          | 25          | 393       | 19         | 164        | 89          | 646       | 114             | 1039      |
| 03:00          |               | 4          | 107         |             |           | 17         | 156        |             |           |                 |           |
| 03:15          |               | 8          | 119         |             |           | 18         | 187        |             |           |                 |           |
| 03:30          |               | 5          | 160         |             |           | 19         | <b>192</b> |             |           |                 |           |
| 03:45          |               | 3          | 138         | 20          | 524       | 22         | <b>214</b> | 76          | 749       | 96              | 1273      |
| 04:00          |               | 10         | 139         |             |           | 31         | <b>224</b> |             |           |                 |           |
| 04:15          |               | 5          | 173         |             |           | 25         | <b>212</b> |             |           |                 |           |
| 04:30          |               | 6          | 142         |             |           | 15         | 192        |             |           |                 |           |
| 04:45          |               | 8          | 135         | 29          | 589       | 24         | 195        | 95          | 823       | 124             | 1412      |
| 05:00          |               | 9          | 131         |             |           | 17         | 182        |             |           |                 |           |
| 05:15          |               | 16         | 166         |             |           | 25         | 169        |             |           |                 |           |
| 05:30          |               | 19         | 170         |             |           | 32         | 170        |             |           |                 |           |
| 05:45          |               | 16         | 140         | 60          | 607       | 35         | 189        | 109         | 710       | 169             | 1317      |
| 06:00          |               | 36         | <b>140</b>  |             |           | 46         | 199        |             |           |                 |           |
| 06:15          |               | 51         | <b>184</b>  |             |           | 47         | 205        |             |           |                 |           |
| 06:30          |               | 74         | <b>185</b>  |             |           | 56         | 175        |             |           |                 |           |
| 06:45          |               | 134        | <b>166</b>  | 295         | 675       | 52         | 160        | 201         | 739       | 496             | 1414      |
| 07:00          |               | 179        | 124         |             |           | 65         | 187        |             |           |                 |           |
| 07:15          |               | <b>232</b> | 124         |             |           | 64         | 164        |             |           |                 |           |
| 07:30          |               | <b>241</b> | 125         |             |           | 84         | 209        |             |           |                 |           |
| 07:45          |               | <b>227</b> | 97          | 879         | 470       | 110        | 166        | 323         | 726       | 1202            | 1196      |
| 08:00          |               | <b>202</b> | 61          |             |           | 121        | 199        |             |           |                 |           |
| 08:15          |               | 207        | 54          |             |           | <b>124</b> | 180        |             |           |                 |           |
| 08:30          |               | 208        | 63          |             |           | <b>125</b> | 194        |             |           |                 |           |
| 08:45          |               | 185        | 56          | 802         | 234       | <b>139</b> | 209        | 509         | 782       | 1311            | 1016      |
| 09:00          |               | 202        | 37          |             |           | <b>125</b> | 169        |             |           |                 |           |
| 09:15          |               | 174        | 58          |             |           | 91         | 119        |             |           |                 |           |
| 09:30          |               | 139        | 46          |             |           | 111        | 164        |             |           |                 |           |
| 09:45          |               | 146        | 37          | 661         | 178       | 106        | 169        | 433         | 621       | 1094            | 799       |
| 10:00          |               | 112        | 39          |             |           | 119        | 156        |             |           |                 |           |
| 10:15          |               | 111        | 29          |             |           | 111        | 189        |             |           |                 |           |
| 10:30          |               | 106        | 34          |             |           | 121        | 175        |             |           |                 |           |
| 10:45          |               | 93         | 28          | 422         | 130       | 114        | 115        | 465         | 635       | 887             | 765       |
| 11:00          |               | 91         | 25          |             |           | 126        | 139        |             |           |                 |           |
| 11:15          |               | 99         | 28          |             |           | 132        | 107        |             |           |                 |           |
| 11:30          |               | 96         | 27          |             |           | 121        | 90         |             |           |                 |           |
| 11:45          |               | 87         | 17          | 373         | 97        | 134        | 80         | 513         | 416       | 886             | 513       |
| Total          |               | 3713       | 4667        | 3713        | 4667      | 3110       | 7995       | 3110        | 7995      | 6823            | 12662     |
| Combined Total |               | 8380       |             | 8380        |           | 11105      |            | 11105       |           | 19485           |           |
| AM Peak        | -             | 07:15      | -           | -           | -         | 08:15      | -          | -           | -         | -               | -         |
| Vol.           | -             | 902        | -           | -           | -         | 513        | -          | -           | -         | -               | -         |
| P.H.F.         |               | 0.936      |             |             |           | 0.923      |            |             |           |                 |           |
| PM Peak        | -             | -          | 06:00       | -           | -         | -          | 03:30      | -           | -         | -               | -         |
| Vol.           | -             | -          | 675         | -           | -         | -          | 842        | -           | -         | -               | -         |
| P.H.F.         |               |            | 0.912       |             |           |            | 0.940      |             |           |                 |           |
| Percentage     |               | 44.3%      | 55.7%       |             |           | 28.0%      | 72.0%      |             |           |                 |           |
| ADT/AADT       |               | ADT 19,485 | AADT 19,485 |             |           |            |            |             |           |                 |           |

# Counts Unlimited, Inc.

City of Los Angeles  
Globe Avenue  
N/ Alley  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC003  
Site Code: 166-16593

| Start Time     | 11/3/2016<br>Thu | Northbound |           | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 0          | 3         |             |           | 0          | 3         |             |           |                 |           |
| 12:15          |                  | 0          | 4         |             |           | 1          | 2         |             |           |                 |           |
| 12:30          |                  | 0          | 4         |             |           | 0          | 3         |             |           |                 |           |
| 12:45          |                  | 0          | 2         | 0           | 13        | 0          | 3         | 1           | 11        | 1               | 24        |
| 01:00          |                  | 0          | 4         |             |           | 0          | 2         |             |           |                 |           |
| 01:15          |                  | 1          | 2         |             |           | 1          | 4         |             |           |                 |           |
| 01:30          |                  | 0          | 4         |             |           | 0          | 0         |             |           |                 |           |
| 01:45          |                  | 0          | 3         | 1           | 13        | 0          | 4         | 1           | 10        | 2               | 23        |
| 02:00          |                  | 0          | 2         |             |           | 0          | 0         |             |           |                 |           |
| 02:15          |                  | 0          | 3         |             |           | 0          | 2         |             |           |                 |           |
| 02:30          |                  | 0          | 2         |             |           | 0          | 2         |             |           |                 |           |
| 02:45          |                  | 0          | 1         | 0           | 8         | 0          | 0         | 0           | 4         | 0               | 12        |
| 03:00          |                  | 0          | 1         |             |           | 0          | 1         |             |           |                 |           |
| 03:15          |                  | 0          | 0         |             |           | 0          | 0         |             |           |                 |           |
| 03:30          |                  | 0          | 1         |             |           | 0          | 2         |             |           |                 |           |
| 03:45          |                  | 0          | 1         | 0           | 3         | 0          | 0         | 0           | 3         | 0               | 6         |
| 04:00          |                  | 0          | 1         |             |           | 0          | 2         |             |           |                 |           |
| 04:15          |                  | 0          | 1         |             |           | 0          | 3         |             |           |                 |           |
| 04:30          |                  | 0          | 0         |             |           | 0          | 0         |             |           |                 |           |
| 04:45          |                  | 0          | 2         | 0           | 4         | 1          | 1         | 1           | 6         | 1               | 10        |
| 05:00          |                  | 0          | 1         |             |           | 0          | 1         |             |           |                 |           |
| 05:15          |                  | 0          | 4         |             |           | 0          | 0         |             |           |                 |           |
| 05:30          |                  | 0          | 0         |             |           | 0          | 2         |             |           |                 |           |
| 05:45          |                  | 1          | 2         | 1           | 7         | 1          | 1         | 1           | 4         | 2               | 11        |
| 06:00          |                  | 1          | 1         |             |           | 0          | 1         |             |           |                 |           |
| 06:15          |                  | 0          | 2         |             |           | 0          | 2         |             |           |                 |           |
| 06:30          |                  | 0          | 3         |             |           | 0          | 3         |             |           |                 |           |
| 06:45          |                  | 0          | 1         | 1           | 7         | 3          | 1         | 3           | 7         | 4               | 14        |
| 07:00          |                  | 0          | 0         |             |           | 2          | 1         |             |           |                 |           |
| 07:15          |                  | 0          | 1         |             |           | 2          | 1         |             |           |                 |           |
| 07:30          |                  | 1          | 3         |             |           | 1          | 2         |             |           |                 |           |
| 07:45          |                  | 1          | 1         | 2           | 5         | 1          | 1         | 6           | 5         | 8               | 10        |
| 08:00          |                  | 2          | 1         |             |           | 2          | 1         |             |           |                 |           |
| 08:15          |                  | 1          | 0         |             |           | 0          | 0         |             |           |                 |           |
| 08:30          |                  | 2          | 2         |             |           | 1          | 2         |             |           |                 |           |
| 08:45          |                  | 2          | 2         | 7           | 5         | 5          | 0         | 8           | 3         | 15              | 8         |
| 09:00          |                  | 0          | 0         |             |           | 1          | 1         |             |           |                 |           |
| 09:15          |                  | 0          | 2         |             |           | 1          | 2         |             |           |                 |           |
| 09:30          |                  | 1          | 1         |             |           | 1          | 2         |             |           |                 |           |
| 09:45          |                  | 2          | 2         | 3           | 5         | 1          | 0         | 4           | 5         | 7               | 10        |
| 10:00          |                  | 3          | 0         |             |           | 2          | 0         |             |           |                 |           |
| 10:15          |                  | 0          | 0         |             |           | 3          | 1         |             |           |                 |           |
| 10:30          |                  | 2          | 2         |             |           | 1          | 0         |             |           |                 |           |
| 10:45          |                  | 3          | 0         | 8           | 2         | 3          | 1         | 9           | 2         | 17              | 4         |
| 11:00          |                  | 1          | 2         |             |           | 0          | 1         |             |           |                 |           |
| 11:15          |                  | 1          | 0         |             |           | 0          | 0         |             |           |                 |           |
| 11:30          |                  | 1          | 1         |             |           | 2          | 0         |             |           |                 |           |
| 11:45          |                  | 0          | 0         | 3           | 3         | 0          | 0         | 2           | 1         | 5               | 4         |
| Total          |                  | 26         | 75        | 26          | 75        | 36         | 61        | 36          | 61        | 62              | 136       |
| Combined Total |                  | 101        |           | 101         |           | 97         |           | 97          |           | 198             |           |
| AM Peak        | -                | 10:00      | -         | -           | -         | 10:00      | -         | -           | -         | -               | -         |
| Vol.           | -                | 8          | -         | -           | -         | 9          | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.667      |           |             |           | 0.450      |           |             |           |                 |           |
| PM Peak        | -                | -          | 00:15     | -           | -         | -          | 00:30     | -           | -         | -               | -         |
| Vol.           | -                | -          | 14        | -           | -         | -          | 12        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.875     |             |           |            | 0.750     |             |           |                 |           |
| Percentage     |                  | 25.7%      | 74.3%     |             |           | 37.1%      | 62.9%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 198    |           | AADT 198    |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

Page 1

City of Los Angeles  
Globe Avenue  
S/ Alley  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC004  
Site Code: 166-16593

| Start Time     | 11/3/2016<br>Thu | Northbound |           | Hour Totals |           | Southbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 0          | 4         |             |           | 0          | 4         |             |           |                 |           |
| 12:15          |                  | 0          | 7         |             |           | 1          | 5         |             |           |                 |           |
| 12:30          |                  | 1          | 3         |             |           | 0          | 5         |             |           |                 |           |
| 12:45          |                  | 0          | 2         | 1           | 16        | 1          | 7         | 2           | 21        | 3               | 37        |
| 01:00          |                  | 0          | 3         |             |           | 0          | 0         |             |           |                 |           |
| 01:15          |                  | 0          | 2         |             |           | 1          | 5         |             |           |                 |           |
| 01:30          |                  | 0          | 6         |             |           | 0          | 0         |             |           |                 |           |
| 01:45          |                  | 0          | 3         | 0           | 14        | 0          | 1         | 1           | 6         | 1               | 20        |
| 02:00          |                  | 0          | 3         |             |           | 0          | 3         |             |           |                 |           |
| 02:15          |                  | 0          | 3         |             |           | 0          | 4         |             |           |                 |           |
| 02:30          |                  | 0          | 2         |             |           | 0          | 5         |             |           |                 |           |
| 02:45          |                  | 0          | 0         | 0           | 8         | 0          | 0         | 0           | 12        | 0               | 20        |
| 03:00          |                  | 0          | 3         |             |           | 0          | 2         |             |           |                 |           |
| 03:15          |                  | 0          | 3         |             |           | 0          | 3         |             |           |                 |           |
| 03:30          |                  | 0          | 6         |             |           | 0          | 3         |             |           |                 |           |
| 03:45          |                  | 0          | 3         | 0           | 15        | 1          | 0         | 1           | 8         | 1               | 23        |
| 04:00          |                  | 0          | 3         |             |           | 0          | 3         |             |           |                 |           |
| 04:15          |                  | 0          | 4         |             |           | 0          | 5         |             |           |                 |           |
| 04:30          |                  | 0          | 0         |             |           | 0          | 1         |             |           |                 |           |
| 04:45          |                  | 0          | 2         | 0           | 9         | 2          | 1         | 2           | 10        | 2               | 19        |
| 05:00          |                  | 0          | 0         |             |           | 0          | 3         |             |           |                 |           |
| 05:15          |                  | 0          | 10        |             |           | 0          | 1         |             |           |                 |           |
| 05:30          |                  | 0          | 0         |             |           | 0          | 6         |             |           |                 |           |
| 05:45          |                  | 1          | 4         | 1           | 14        | 2          | 2         | 2           | 12        | 3               | 26        |
| 06:00          |                  | 1          | 5         |             |           | 1          | 5         |             |           |                 |           |
| 06:15          |                  | 0          | 6         |             |           | 1          | 2         |             |           |                 |           |
| 06:30          |                  | 0          | 3         |             |           | 1          | 5         |             |           |                 |           |
| 06:45          |                  | 4          | 3         | 5           | 17        | 10         | 3         | 13          | 15        | 18              | 32        |
| 07:00          |                  | 0          | 1         |             |           | 5          | 1         |             |           |                 |           |
| 07:15          |                  | 2          | 3         |             |           | 4          | 0         |             |           |                 |           |
| 07:30          |                  | 3          | 4         |             |           | 3          | 4         |             |           |                 |           |
| 07:45          |                  | 6          | 3         | 11          | 11        | 7          | 3         | 19          | 8         | 30              | 19        |
| 08:00          |                  | 2          | 1         |             |           | 3          | 2         |             |           |                 |           |
| 08:15          |                  | 1          | 1         |             |           | 1          | 0         |             |           |                 |           |
| 08:30          |                  | 3          | 4         |             |           | 4          | 1         |             |           |                 |           |
| 08:45          |                  | 4          | 3         | 10          | 9         | 4          | 2         | 12          | 5         | 22              | 14        |
| 09:00          |                  | 1          | 1         |             |           | 5          | 2         |             |           |                 |           |
| 09:15          |                  | 1          | 2         |             |           | 1          | 4         |             |           |                 |           |
| 09:30          |                  | 3          | 1         |             |           | 2          | 2         |             |           |                 |           |
| 09:45          |                  | 3          | 3         | 8           | 7         | 0          | 0         | 8           | 8         | 16              | 15        |
| 10:00          |                  | 4          | 0         |             |           | 3          | 0         |             |           |                 |           |
| 10:15          |                  | 1          | 0         |             |           | 3          | 1         |             |           |                 |           |
| 10:30          |                  | 4          | 3         |             |           | 1          | 0         |             |           |                 |           |
| 10:45          |                  | 5          | 0         | 14          | 3         | 3          | 1         | 10          | 2         | 24              | 5         |
| 11:00          |                  | 1          | 2         |             |           | 4          | 1         |             |           |                 |           |
| 11:15          |                  | 1          | 1         |             |           | 0          | 0         |             |           |                 |           |
| 11:30          |                  | 1          | 2         |             |           | 1          | 0         |             |           |                 |           |
| 11:45          |                  | 2          | 0         | 5           | 5         | 3          | 0         | 8           | 1         | 13              | 6         |
| Total          |                  | 55         | 128       | 55          | 128       | 78         | 108       | 78          | 108       | 133             | 236       |
| Combined Total |                  | 183        |           | 183         |           | 186        |           | 186         |           | 369             |           |
| AM Peak        | -                | 10:00      | -         | -           | -         | 06:45      | -         | -           | -         | -               | -         |
| Vol.           | -                | 14         | -         | -           | -         | 22         | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.583      |           |             |           | 0.550      |           |             |           |                 |           |
| PM Peak        | -                | -          | 05:15     | -           | -         | -          | 12:00     | -           | -         | -               | -         |
| Vol.           | -                | -          | 19        | -           | -         | -          | 21        | -           | -         | -               | -         |
| P.H.F.         |                  |            | 0.475     |             |           |            | 0.750     |             |           |                 |           |
| Percentage     |                  | 30.1%      | 69.9%     |             |           | 41.9%      | 58.1%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 369    |           | AADT 369    |           |            |           |             |           |                 |           |

# Counts Unlimited, Inc.

Page 1

City of Los Angeles  
Alley  
E/ Sawtelle Boulevard  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC005  
Site Code: 166-16593

| Start Time     | 11/3/2016<br>Thu | Eastbound |           | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|-----------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning   | Afternoon | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 1         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 12:15          |                  | 0         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 12:30          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 12:45          |                  | 1         | 0         | 2           | 1         | 0         | 0         | 0           | 2         | 2               | 3         |
| 01:00          |                  | 0         | 4         |             |           | 0         | 3         |             |           |                 |           |
| 01:15          |                  | 0         | 3         |             |           | 0         | 1         |             |           |                 |           |
| 01:30          |                  | 0         | 1         |             |           | 0         | 2         |             |           |                 |           |
| 01:45          |                  | 0         | 1         | 0           | 9         | 0         | 1         | 0           | 7         | 0               | 16        |
| 02:00          |                  | 0         | 1         |             |           | 0         | 0         |             |           |                 |           |
| 02:15          |                  | 0         | 1         |             |           | 0         | 2         |             |           |                 |           |
| 02:30          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 02:45          |                  | 0         | 0         | 0           | 2         | 0         | 1         | 0           | 3         | 0               | 5         |
| 03:00          |                  | 0         | 2         |             |           | 0         | 0         |             |           |                 |           |
| 03:15          |                  | 1         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 03:30          |                  | 0         | 1         |             |           | 0         | 0         |             |           |                 |           |
| 03:45          |                  | 0         | 0         | 1           | 4         | 1         | 1         | 1           | 2         | 2               | 6         |
| 04:00          |                  | 0         | 0         |             |           | 0         | 2         |             |           |                 |           |
| 04:15          |                  | 0         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 04:30          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 04:45          |                  | 0         | 0         | 0           | 1         | 0         | 0         | 0           | 3         | 0               | 4         |
| 05:00          |                  | 0         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 05:15          |                  | 0         | 2         |             |           | 1         | 1         |             |           |                 |           |
| 05:30          |                  | 0         | 2         |             |           | 0         | 4         |             |           |                 |           |
| 05:45          |                  | 0         | 0         | 0           | 4         | 0         | 1         | 1           | 7         | 1               | 11        |
| 06:00          |                  | 1         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 06:15          |                  | 1         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 06:30          |                  | 0         | 3         |             |           | 1         | 1         |             |           |                 |           |
| 06:45          |                  | 0         | 1         | 2           | 4         | 0         | 1         | 1           | 3         | 3               | 7         |
| 07:00          |                  | 0         | 2         |             |           | 1         | 0         |             |           |                 |           |
| 07:15          |                  | 0         | 2         |             |           | 2         | 3         |             |           |                 |           |
| 07:30          |                  | 1         | 1         |             |           | 0         | 0         |             |           |                 |           |
| 07:45          |                  | 0         | 3         | 1           | 8         | 1         | 1         | 4           | 4         | 5               | 12        |
| 08:00          |                  | 0         | 2         |             |           | 1         | 2         |             |           |                 |           |
| 08:15          |                  | 0         | 1         |             |           | 2         | 0         |             |           |                 |           |
| 08:30          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 08:45          |                  | 0         | 3         | 0           | 6         | 3         | 1         | 6           | 3         | 6               | 9         |
| 09:00          |                  | 2         | 1         |             |           | 2         | 0         |             |           |                 |           |
| 09:15          |                  | 0         | 1         |             |           | 0         | 3         |             |           |                 |           |
| 09:30          |                  | 0         | 0         |             |           | 1         | 0         |             |           |                 |           |
| 09:45          |                  | 1         | 0         | 3           | 2         | 1         | 0         | 4           | 3         | 7               | 5         |
| 10:00          |                  | 0         | 0         |             |           | 1         | 0         |             |           |                 |           |
| 10:15          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 10:30          |                  | 0         | 2         |             |           | 0         | 0         |             |           |                 |           |
| 10:45          |                  | 0         | 1         | 0           | 3         | 0         | 0         | 1           | 0         | 1               | 3         |
| 11:00          |                  | 1         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 11:15          |                  | 2         | 2         |             |           | 1         | 0         |             |           |                 |           |
| 11:30          |                  | 2         | 1         |             |           | 2         | 0         |             |           |                 |           |
| 11:45          |                  | 1         | 0         | 6           | 3         | 1         | 0         | 4           | 1         | 10              | 4         |
| Total          |                  | 15        | 47        | 15          | 47        | 22        | 38        | 22          | 38        | 37              | 85        |
| Combined Total |                  | 62        |           | 62          |           | 60        |           | 60          |           | 122             |           |
| AM Peak        | -                | 11:00     | -         | -           | -         | 08:15     | -         | -           | -         | -               | -         |
| Vol.           | -                | 6         | -         | -           | -         | 7         | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.750     |           |             |           | 0.583     |           |             |           |                 |           |
| PM Peak        | -                | -         | 01:00     | -           | -         | -         | 01:00     | -           | -         | -               | -         |
| Vol.           | -                | -         | 9         | -           | -         | -         | 7         | -           | -         | -               | -         |
| P.H.F.         |                  |           | 0.563     |             |           |           | 0.583     |             |           |                 |           |
| Percentage     |                  | 24.2%     | 75.8%     |             |           | 36.7%     | 63.3%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 122   |           | AADT 122    |           |           |           |             |           |                 |           |

# Counts Unlimited, Inc.

Page 1

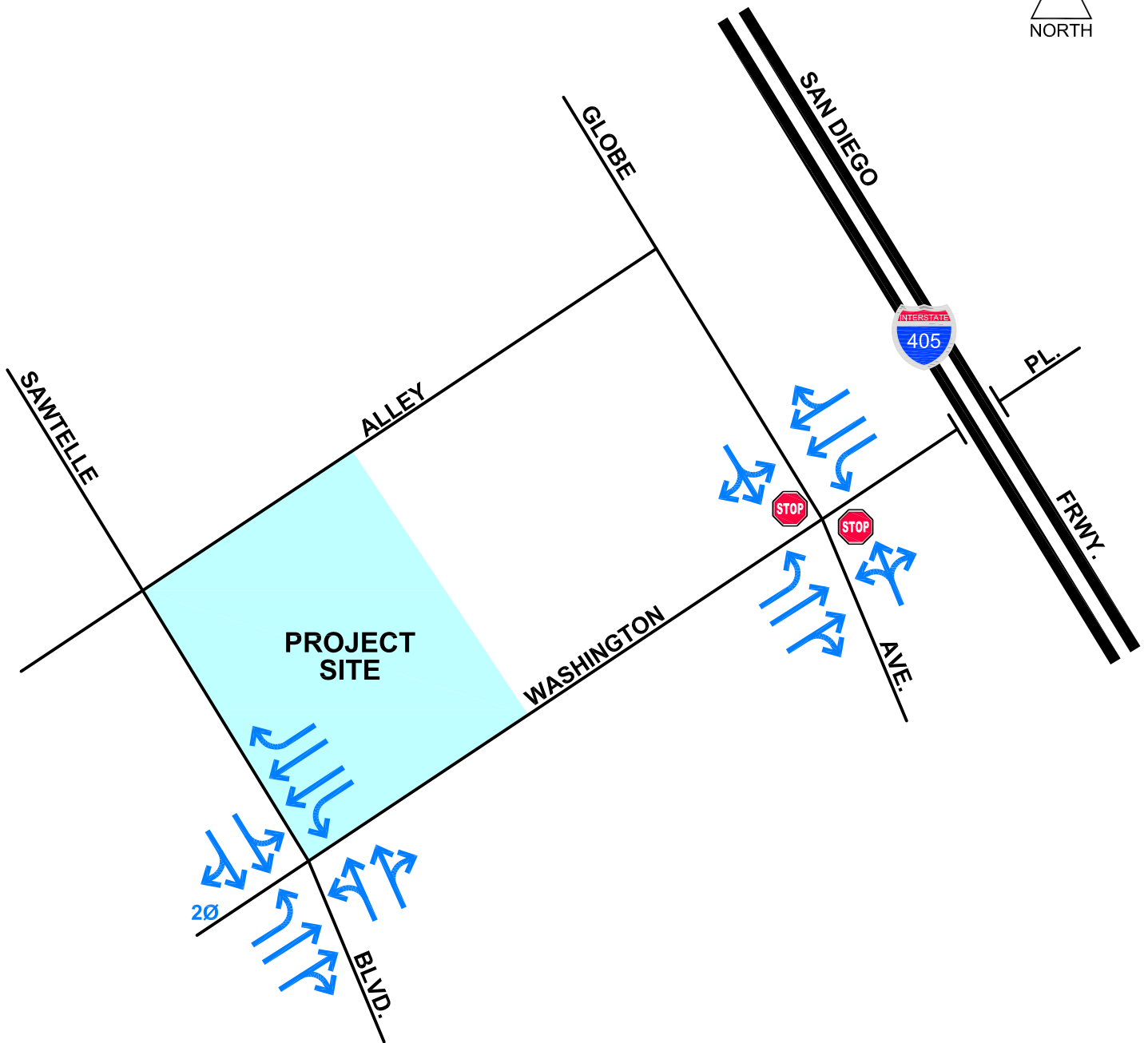
City of Los Angeles  
Alley  
W/ Globe Avenue  
24 Hour Directional Volume Count

PO Box 1178  
Corona, CA 92878  
Phone: (951) 268-6268  
email: counts@countsunlimited.com

LAC006  
Site Code: 166-16593

| Start Time     | 11/3/2016<br>Thu | Eastbound |           | Hour Totals |           | Westbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------------|-----------|-----------|-------------|-----------|-----------|-----------|-------------|-----------|-----------------|-----------|
|                |                  | Morning   | Afternoon | Morning     | Afternoon | Morning   | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          |                  | 0         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 12:15          |                  | 0         | 3         |             |           | 0         | 1         |             |           |                 |           |
| 12:30          |                  | 1         | 1         |             |           | 1         | 0         |             |           |                 |           |
| 12:45          |                  | 0         | 0         | 1           | 4         | 0         | 0         | 1           | 2         | 2               | 6         |
| 01:00          |                  | 0         | 4         |             |           | 1         | 1         |             |           |                 |           |
| 01:15          |                  | 0         | 0         |             |           | 0         | 3         |             |           |                 |           |
| 01:30          |                  | 1         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 01:45          |                  | 0         | 0         | 1           | 4         | 0         | 2         | 1           | 6         | 2               | 10        |
| 02:00          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 02:15          |                  | 0         | 2         |             |           | 0         | 1         |             |           |                 |           |
| 02:30          |                  | 0         | 2         |             |           | 0         | 1         |             |           |                 |           |
| 02:45          |                  | 0         | 1         | 0           | 5         | 0         | 0         | 0           | 2         | 0               | 7         |
| 03:00          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 03:15          |                  | 0         | 3         |             |           | 0         | 1         |             |           |                 |           |
| 03:30          |                  | 0         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 03:45          |                  | 0         | 0         | 0           | 4         | 0         | 1         | 0           | 3         | 0               | 7         |
| 04:00          |                  | 0         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 04:15          |                  | 0         | 3         |             |           | 0         | 3         |             |           |                 |           |
| 04:30          |                  | 0         | 1         |             |           | 0         | 0         |             |           |                 |           |
| 04:45          |                  | 1         | 0         | 1           | 4         | 0         | 0         | 0           | 4         | 1               | 8         |
| 05:00          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 05:15          |                  | 0         | 0         |             |           | 0         | 6         |             |           |                 |           |
| 05:30          |                  | 0         | 3         |             |           | 0         | 2         |             |           |                 |           |
| 05:45          |                  | 0         | 1         | 0           | 4         | 0         | 1         | 0           | 9         | 0               | 13        |
| 06:00          |                  | 1         | 0         |             |           | 0         | 3         |             |           |                 |           |
| 06:15          |                  | 0         | 0         |             |           | 0         | 1         |             |           |                 |           |
| 06:30          |                  | 2         | 1         |             |           | 0         | 2         |             |           |                 |           |
| 06:45          |                  | 5         | 2         | 8           | 3         | 1         | 2         | 1           | 8         | 9               | 11        |
| 07:00          |                  | 4         | 0         |             |           | 1         | 0         |             |           |                 |           |
| 07:15          |                  | 0         | 0         |             |           | 1         | 1         |             |           |                 |           |
| 07:30          |                  | 3         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 07:45          |                  | 4         | 2         | 11          | 2         | 2         | 0         | 4           | 1         | 15              | 3         |
| 08:00          |                  | 0         | 0         |             |           | 2         | 0         |             |           |                 |           |
| 08:15          |                  | 0         | 0         |             |           | 1         | 1         |             |           |                 |           |
| 08:30          |                  | 3         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 08:45          |                  | 0         | 2         | 3           | 2         | 6         | 0         | 9           | 1         | 12              | 3         |
| 09:00          |                  | 4         | 1         |             |           | 0         | 0         |             |           |                 |           |
| 09:15          |                  | 0         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 09:30          |                  | 1         | 1         |             |           | 0         | 1         |             |           |                 |           |
| 09:45          |                  | 0         | 0         | 5           | 3         | 0         | 1         | 0           | 3         | 5               | 6         |
| 10:00          |                  | 2         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 10:15          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 10:30          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 10:45          |                  | 0         | 1         | 2           | 1         | 0         | 0         | 0           | 0         | 2               | 1         |
| 11:00          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 11:15          |                  | 0         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 11:30          |                  | 1         | 0         |             |           | 0         | 0         |             |           |                 |           |
| 11:45          |                  | 2         | 0         | 3           | 0         | 1         | 0         | 1           | 0         | 4               | 0         |
| Total          |                  | 35        | 36        | 35          | 36        | 17        | 39        | 17          | 39        | 52              | 75        |
| Combined Total |                  | 71        |           | 71          |           | 56        |           | 56          |           | 127             |           |
| AM Peak        | -                | 06:45     | -         | -           | -         | 08:00     | -         | -           | -         | -               | -         |
| Vol.           | -                | 12        | -         | -           | -         | 9         | -         | -           | -         | -               | -         |
| P.H.F.         |                  | 0.600     |           |             |           | 0.375     |           |             |           |                 |           |
| PM Peak        | -                | -         | 00:15     | -           | -         | -         | 05:15     | -           | -         | -               | -         |
| Vol.           | -                | -         | 8         | -           | -         | -         | 12        | -           | -         | -               | -         |
| P.H.F.         |                  |           | 0.500     |             |           |           | 0.500     |             |           |                 |           |
| Percentage     |                  | 49.3%     | 50.7%     |             |           | 30.4%     | 69.6%     |             |           |                 |           |
| ADT/AADT       |                  | ADT 127   |           | AADT 127    |           |           |           |             |           |                 |           |

**APPENDIX C**  
**STUDY INTERSECTIONS GEOMETRICS**



Ø : NUMBER OF SIGNAL PHASES

APPENDIX C

11/16/2016

FN: Washington(11281)/LANE-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](http://www.crainandassociates.com)

**APPENDIX D**  
**LEVEL OF SERVICE CALCULATION SHEETS**

| I/S #:                          | North-South Street: |                                                      | SAWTELLE BOULEVARD |                                                |                       | Year of Count: 2016                            |                       |                                | Ambient Growth: (%): 1.5 |                                                |             | Conducted by:                  |              |                                          |             | Date: 11/14/2016                |              |              |             |
|---------------------------------|---------------------|------------------------------------------------------|--------------------|------------------------------------------------|-----------------------|------------------------------------------------|-----------------------|--------------------------------|--------------------------|------------------------------------------------|-------------|--------------------------------|--------------|------------------------------------------|-------------|---------------------------------|--------------|--------------|-------------|
|                                 | 1                   | East-West Street:                                    |                    | WASHINGTON PLACE                               |                       |                                                | Projection Year: 2020 |                                |                          | Peak Hour: AM                                  |             |                                | Reviewed by: |                                          | RS          |                                 | Project:     |              |             |
|                                 |                     | No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                    |                                                |                       | 2                                              |                       |                                | 2                        |                                                |             | 2                              |              |                                          | 2           |                                 |              |              |             |
|                                 |                     | Right Turns: FREE-1, NRTOR-2 or OLA-3?               |                    | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0                 |                       | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0                 |                       | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0 |                          | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0                 |             | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0 |              | NB-- 0 SB-- 0<br>EB-- 0 WB-- 0           |             | NB-- 0 SB-- 0<br>EB-- 0 WB-- 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                | 52                                                   |                    | 52                                             | 0                     | 52                                             | 52                    | 3                              | 55                       | 0                                              | 55          | 0                              | 55           | 0                                        | 55          |                                 | 55           |              | 0           |
|                                 | Left-Through        |                                                      | 1                  |                                                |                       |                                                |                       |                                |                          | 1                                              |             |                                |              | 1                                        |             |                                 |              |              |             |
|                                 | Through             | 547                                                  |                    | 350                                            | 1                     | 548                                            | 350                   | 34                             | 581                      | 0                                              | 371         | 1                              | 582          | 0                                        | 372         |                                 | 582          |              | 0           |
|                                 | Through-Right       |                                                      | 1                  |                                                |                       |                                                |                       |                                |                          | 1                                              |             |                                |              | 1                                        |             |                                 |              |              |             |
|                                 | Right               | 48                                                   |                    | 350                                            | 0                     | 48                                             | 350                   | 3                              | 51                       | 0                                              | 371         | 0                              | 51           | 0                                        | 372         |                                 | 51           |              | 0           |
|                                 | Left-Through-Right  |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Left-Right          |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
| SOUTHBOUND                      | Left                | 62                                                   |                    | 62                                             | 1                     | 63                                             | 63                    | 4                              | 66                       | 0                                              | 66          | 1                              | 67           | 0                                        | 67          |                                 | 67           |              | 0           |
|                                 | Left-Through        |                                                      | 1                  |                                                |                       |                                                |                       |                                |                          | 1                                              |             |                                |              | 1                                        |             |                                 |              |              |             |
|                                 | Through             | 292                                                  |                    | 296                                            | 1                     | 293                                            | 297                   | 18                             | 310                      | 0                                              | 380         | 1                              | 311          | 0                                        | 383         |                                 | 311          |              | 0           |
|                                 | Through-Right       |                                                      | 1                  |                                                |                       |                                                |                       |                                |                          | 1                                              |             |                                |              | 1                                        |             |                                 |              |              |             |
|                                 | Right               | 175                                                  |                    | 296                                            | 0                     | 175                                            | 297                   | 11                             | 186                      | 0                                              | 380         | 0                              | 186          | 0                                        | 383         |                                 | 186          |              | 0           |
|                                 | Left-Through-Right  |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Left-Right          |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
| EASTBOUND                       | Left                | 130                                                  | 1                  | 130                                            | 0                     | 130                                            | 130                   | 8                              | 138                      | 1                                              | 138         | 0                              | 138          | 1                                        | 138         |                                 | 138          |              | 0           |
|                                 | Left-Through        |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Through             | 871                                                  | 1                  | 463                                            | 0                     | 871                                            | 463                   | 53                             | 924                      | 1                                              | 491         | 0                              | 924          | 1                                        | 491         |                                 | 924          |              | 0           |
|                                 | Through-Right       |                                                      | 1                  |                                                |                       |                                                |                       |                                |                          | 1                                              |             |                                |              | 1                                        |             |                                 |              |              |             |
|                                 | Right               | 54                                                   |                    | 54                                             | 0                     | 54                                             | 54                    | 3                              | 57                       | 0                                              | 57          | 0                              | 57           | 0                                        | 57          |                                 | 57           |              | 0           |
|                                 | Left-Through-Right  |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Left-Right          |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
| WESTBOUND                       | Left                | 31                                                   | 1                  | 31                                             | 0                     | 31                                             | 31                    | 2                              | 33                       | 1                                              | 33          | 0                              | 33           | 1                                        | 33          |                                 | 33           |              | 0           |
|                                 | Left-Through        |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Through             | 514                                                  | 2                  | 257                                            | 0                     | 514                                            | 257                   | 32                             | 546                      | 2                                              | 273         | 0                              | 546          | 2                                        | 273         |                                 | 546          |              | 0           |
|                                 | Through-Right       |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Right               | 137                                                  | 1                  | 137                                            | 1                     | 138                                            | 138                   | 8                              | 145                      | 1                                              | 145         | 1                              | 146          | 1                                        | 146         |                                 | 146          |              | 0           |
|                                 | Left-Through-Right  |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
|                                 | Left-Right          |                                                      |                    |                                                |                       |                                                |                       |                                |                          | 0                                              |             |                                |              | 0                                        |             |                                 |              |              |             |
| CRITICAL VOLUMES                |                     | North-South: 412<br>East-West: 494<br>SUM: 906       |                    | North-South: 413<br>East-West: 494<br>SUM: 907 |                       | North-South: 437<br>East-West: 524<br>SUM: 961 |                       |                                |                          | North-South: 439<br>East-West: 524<br>SUM: 963 |             |                                |              | North-South: 0<br>East-West: 0<br>SUM: 0 |             |                                 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:    |                     |                                                      |                    | 0.604                                          |                       |                                                |                       | 0.605                          |                          |                                                |             | 0.641                          |              |                                          |             | 0.642                           |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT: |                     |                                                      |                    | 0.534                                          |                       |                                                |                       | 0.535                          |                          |                                                |             | 0.571                          |              |                                          |             | 0.572                           |              |              |             |
| LEVEL OF SERVICE (LOS):         |                     |                                                      |                    | A                                              |                       |                                                |                       | A                              |                          |                                                |             | A                              |              |                                          |             | A                               |              |              |             |

REMARKS:

**Version: 1i Beta; 8/4/2011**

## PROJECT IMPACT

|                               |       |                                |        |
|-------------------------------|-------|--------------------------------|--------|
| Change in v/c due to project: | 0.001 | $\Delta v/c$ after mitigation: | -0.571 |
| Significant impacted?         | NO    | Fully mitigated?               | N/A    |

| I/S #:                                               | North-South Street: | SAWTELLE BOULEVARD                             |                  |             | Year of Count: 2016                            |                       |             | Ambient Growth: (%): 1.5                        |               |              | Conducted by:                                   |                             |              | Date: 11/14/2016                         |             |                                 |              |              |             |
|------------------------------------------------------|---------------------|------------------------------------------------|------------------|-------------|------------------------------------------------|-----------------------|-------------|-------------------------------------------------|---------------|--------------|-------------------------------------------------|-----------------------------|--------------|------------------------------------------|-------------|---------------------------------|--------------|--------------|-------------|
|                                                      | 1                   | East-West Street:                              | WASHINGTON PLACE |             |                                                | Projection Year: 2020 |             |                                                 | Peak Hour: PM |              |                                                 | Reviewed by: RS             |              |                                          | Project:    |                                 |              |              |             |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                     |                                                |                  | 2           |                                                |                       | 2           |                                                 |               | 2            |                                                 |                             | 2            |                                          |             |                                 |              |              |             |
| Right Turns: FREE-1, NRTOR-2 or OLA-3?               |                     | NB-- 0                                         | SB-- 0           | 0           | NB-- 0                                         | SB-- 0                | 0           | NB-- 0                                          | SB-- 0        | 0            | NB-- 0                                          | SB-- 0                      | 0            | NB-- 0                                   | SB-- 0      |                                 |              |              |             |
| ATSAC-1 or ATSAC+ATCS-2?                             |                     | EB-- 0                                         | WB-- 0           | 0           | EB-- 0                                         | WB-- 0                | 0           | EB-- 0                                          | WB-- 0        | 0            | EB-- 0                                          | WB-- 0                      | 0            | EB-- 0                                   | WB-- 0      |                                 |              |              |             |
| Override Capacity                                    |                     |                                                |                  | 1           |                                                |                       | 1           |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      |                     |                                                |                  | 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                | 35                                             | 0                | 35          | 0                                              | 35                    | 35          | 2                                               | 37            | 0            | 37                                              | 0                           | 37           | 0                                        | 37          |                                 | 37           |              | 0           |
|                                                      | Left-Through        |                                                | 1                |             |                                                |                       |             |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      | Through             | 387                                            | 0                | 281         | 2                                              | 389                   | 282         | 24                                              | 411           | 0            | 298                                             | 2                           | 413          | 0                                        | 299         |                                 | 413          |              | 0           |
|                                                      | Through-Right       |                                                | 1                |             |                                                |                       |             |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      | Right               | 35                                             | 0                | 281         | 0                                              | 35                    | 282         | 2                                               | 37            | 0            | 298                                             | 0                           | 37           | 0                                        | 299         |                                 | 37           |              | 0           |
|                                                      | Left-Through-Right  |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Left-Right          |                                                |                  |             |                                                |                       |             |                                                 |               |              |                                                 |                             |              |                                          |             |                                 |              |              |             |
| SOUTHBOUND                                           | Left                | 49                                             | 0                | 49          | 1                                              | 50                    | 50          | 3                                               | 52            | 0            | 52                                              | 1                           | 53           | 0                                        | 53          |                                 | 53           |              | 0           |
|                                                      | Left-Through        |                                                | 1                |             |                                                |                       |             |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      | Through             | 633                                            | 0                | 446         | 2                                              | 635                   | 448         | 39                                              | 672           | 0            | 473                                             | 2                           | 674          | 0                                        | 476         |                                 | 674          |              | 0           |
|                                                      | Through-Right       |                                                | 1                |             |                                                |                       |             |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      | Right               | 160                                            | 0                | 446         | 1                                              | 161                   | 448         | 10                                              | 170           | 0            | 473                                             | 1                           | 171          | 0                                        | 476         |                                 | 171          |              | 0           |
|                                                      | Left-Through-Right  |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Left-Right          |                                                |                  |             |                                                |                       |             |                                                 |               |              |                                                 |                             |              |                                          |             |                                 |              |              |             |
| EASTBOUND                                            | Left                | 106                                            | 1                | 106         | 1                                              | 107                   | 107         | 7                                               | 113           | 1            | 113                                             | 1                           | 114          | 1                                        | 114         |                                 | 114          |              | 0           |
|                                                      | Left-Through        |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Through             | 791                                            | 1                | 447         | 0                                              | 791                   | 447         | 49                                              | 840           | 1            | 475                                             | 0                           | 840          | 1                                        | 475         |                                 | 840          |              | 0           |
|                                                      | Through-Right       |                                                | 1                |             |                                                |                       |             |                                                 |               | 1            |                                                 |                             | 1            |                                          |             |                                 |              |              |             |
|                                                      | Right               | 103                                            | 0                | 103         | 0                                              | 103                   | 103         | 6                                               | 109           | 0            | 109                                             | 0                           | 109          | 0                                        | 109         |                                 | 109          |              | 0           |
|                                                      | Left-Through-Right  |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Left-Right          |                                                |                  |             |                                                |                       |             |                                                 |               |              |                                                 |                             |              |                                          |             |                                 |              |              |             |
| WESTBOUND                                            | Left                | 41                                             | 1                | 41          | 0                                              | 41                    | 41          | 3                                               | 44            | 1            | 44                                              | 0                           | 44           | 1                                        | 44          |                                 | 44           |              | 0           |
|                                                      | Left-Through        |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Through             | 663                                            | 2                | 332         | 0                                              | 663                   | 332         | 41                                              | 704           | 2            | 352                                             | 0                           | 704          | 2                                        | 352         |                                 | 704          |              | 0           |
|                                                      | Through-Right       |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Right               | 130                                            | 1                | 130         | 4                                              | 134                   | 134         | 8                                               | 138           | 1            | 138                                             | 4                           | 142          | 1                                        | 142         |                                 | 142          |              | 0           |
|                                                      | Left-Through-Right  |                                                | 0                |             |                                                |                       |             |                                                 |               | 0            |                                                 |                             | 0            |                                          |             |                                 |              |              |             |
|                                                      | Left-Right          |                                                |                  |             |                                                |                       |             |                                                 |               |              |                                                 |                             |              |                                          |             |                                 |              |              |             |
| CRITICAL VOLUMES                                     |                     | North-South: 481<br>East-West: 488<br>SUM: 969 |                  |             | North-South: 483<br>East-West: 488<br>SUM: 971 |                       |             | North-South: 510<br>East-West: 519<br>SUM: 1029 |               |              | North-South: 513<br>East-West: 519<br>SUM: 1032 |                             |              | North-South: 0<br>East-West: 0<br>SUM: 0 |             |                                 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:                         |                     | 0.646                                          |                  |             | 0.647                                          |                       |             | 0.686                                           |               |              | 0.688                                           |                             |              | 0.000                                    |             |                                 |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:                      |                     | 0.576                                          |                  |             | 0.577                                          |                       |             | 0.616                                           |               |              | 0.618                                           |                             |              | 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: 0.002

$\Delta v/c$  after mitigation: **-0.616**

Significant impacted? **NO**

|                  |     |
|------------------|-----|
| Fully mitigated? | N/A |
|------------------|-----|

| I/S #:                                                                                     |                    | North-South Street: |   |     | GLOBE AVENUE                                  |              |             | Year of Count:                                |              |             | 2016                                          |              |              | Ambient Growth: (%) |                                               |              | 1.5           |             |                                          | Conducted by: |              |             | Date:         |  |  | 11/14/2016 |  |  |
|--------------------------------------------------------------------------------------------|--------------------|---------------------|---|-----|-----------------------------------------------|--------------|-------------|-----------------------------------------------|--------------|-------------|-----------------------------------------------|--------------|--------------|---------------------|-----------------------------------------------|--------------|---------------|-------------|------------------------------------------|---------------|--------------|-------------|---------------|--|--|------------|--|--|
| 2                                                                                          |                    | East-West Street:   |   |     | WASHINGTON PLACE                              |              |             | Projection Year:                              |              |             | 2020                                          |              |              | Peak Hour:          |                                               |              | AM            |             |                                          | Reviewed by:  |              |             | RS            |  |  | Project:   |  |  |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?                                       |                    |                     |   |     |                                               |              |             |                                               |              |             | 0                                             |              |              |                     |                                               |              | 0             |             |                                          |               |              |             | 0             |  |  |            |  |  |
| Right Turns: FREE-1, NRTOR-2 or OLA-3?                                                     |                    |                     |   |     | NB-- 2 SB-- 2                                 |              |             | NB-- 2 SB-- 2                                 |              |             | NB-- 2 SB-- 2                                 |              |              | NB-- 2 SB-- 2       |                                               |              | NB-- 2 SB-- 2 |             |                                          | NB-- 2 SB-- 2 |              |             | NB-- 2 SB-- 2 |  |  |            |  |  |
| ATSAC-1 or ATSAC+ATCS-2?                                                                   |                    |                     |   |     | EB-- 2 WB-- 2                                 |              |             | EB-- 2 WB-- 2                                 |              |             | EB-- 2 WB-- 2                                 |              |              | EB-- 2 WB-- 2       |                                               |              | EB-- 2 WB-- 2 |             |                                          | EB-- 2 WB-- 2 |              |             | EB-- 2 WB-- 2 |  |  |            |  |  |
| Override Capacity                                                                          |                    |                     |   |     | 1200                                          |              |             | 1200                                          |              |             | 1200                                          |              |              | 1200                |                                               |              | 1200          |             |                                          | 1200          |              |             | 1200          |  |  |            |  |  |
| 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               | 6                   |   | 6   | 0                                             | 6            | 6           | 0                                             | 6            | 0           | 6                                             | 0            | 6            | 0                   | 6                                             | 0            | 6             | 0           | 6                                        |               | 6            |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through       |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Through            | 1                   |   | 27  | 0                                             | 1            | 27          | 0                                             | 1            | 0           | 28                                            | 0            | 1            | 0                   | 28                                            | 0            | 1             | 0           | 28                                       |               | 1            |             | 0             |  |  |            |  |  |
|                                                                                            | Through-Right      |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Right              | 20                  |   | 0   | 0                                             | 20           | 0           | 1                                             | 21           | 0           | 0                                             | 0            | 21           | 0                   | 0                                             | 0            | 21            | 0           | 0                                        |               | 21           |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through-Right |                     | 1 |     |                                               |              |             |                                               |              | 1           |                                               |              |              | 1                   |                                               |              | 1             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Left-Right         |                     |   |     |                                               |              |             |                                               |              |             |                                               |              |              |                     |                                               |              |               |             |                                          |               |              |             |               |  |  |            |  |  |
| SOUTHBOUND                                                                                 | Left               | 9                   |   | 9   | 0                                             | 9            | 9           | 1                                             | 10           | 0           | 10                                            | 0            | 10           | 0                   | 10                                            | 0            | 10            | 0           | 10                                       |               | 10           |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through       |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Through            | 0                   |   | 12  | 0                                             | 0            | 12          | 0                                             | 0            | 0           | 13                                            | 0            | 0            | 0                   | 13                                            | 0            | 0             | 0           | 13                                       |               | 0            |             | 0             |  |  |            |  |  |
|                                                                                            | Through-Right      |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Right              | 3                   |   | 0   | 0                                             | 3            | 0           | 0                                             | 3            | 0           | 0                                             | 0            | 3            | 0                   | 0                                             | 0            | 3             | 0           | 0                                        |               | 3            |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through-Right |                     | 1 |     |                                               |              |             |                                               |              | 1           |                                               |              |              | 1                   |                                               |              | 1             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Left-Right         |                     |   |     |                                               |              |             |                                               |              |             |                                               |              |              |                     |                                               |              |               |             |                                          |               |              |             |               |  |  |            |  |  |
| EASTBOUND                                                                                  | Left               | 2                   | 1 | 2   | 0                                             | 2            | 2           | 0                                             | 2            | 1           | 2                                             | 0            | 2            | 1                   | 2                                             | 0            | 2             | 1           | 2                                        |               | 2            |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through       |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Through            | 967                 | 1 | 491 | 1                                             | 968          | 491         | 59                                            | 1026         | 1           | 521                                           | 1            | 1027         | 1                   | 521                                           | 1            | 1027          | 1           | 521                                      |               | 1027         |             | 0             |  |  |            |  |  |
|                                                                                            | Through-Right      |                     | 1 |     |                                               |              |             |                                               |              | 1           |                                               |              |              | 1                   |                                               |              | 1             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Right              | 14                  |   | 14  | 0                                             | 14           | 14          | 1                                             | 15           | 0           | 15                                            | 0            | 15           | 0                   | 15                                            | 0            | 15            | 0           | 15                                       |               | 15           |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through-Right |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Left-Right         |                     |   |     |                                               |              |             |                                               |              |             |                                               |              |              |                     |                                               |              |               |             |                                          |               |              |             |               |  |  |            |  |  |
| WESTBOUND                                                                                  | Left               | 8                   | 1 | 8   | 0                                             | 8            | 8           | 0                                             | 8            | 1           | 8                                             | 0            | 8            | 1                   | 8                                             | 0            | 8             | 1           | 8                                        |               | 8            |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through       |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Through            | 664                 | 1 | 337 | 1                                             | 665          | 337         | 41                                            | 705          | 1           | 358                                           | 1            | 706          | 1                   | 358                                           | 1            | 706           | 1           | 358                                      |               | 706          |             | 0             |  |  |            |  |  |
|                                                                                            | Through-Right      |                     | 1 |     |                                               |              |             |                                               |              | 1           |                                               |              |              | 1                   |                                               |              | 1             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Right              | 9                   |   | 9   | 0                                             | 9            | 9           | 1                                             | 10           | 0           | 10                                            | 0            | 10           | 0                   | 10                                            | 0            | 10            | 0           | 10                                       |               | 10           |             | 0             |  |  |            |  |  |
|                                                                                            | Left-Through-Right |                     |   |     |                                               |              |             |                                               |              | 0           |                                               |              |              | 0                   |                                               |              | 0             |             |                                          |               |              |             |               |  |  |            |  |  |
|                                                                                            | Left-Right         |                     |   |     |                                               |              |             |                                               |              |             |                                               |              |              |                     |                                               |              |               |             |                                          |               |              |             |               |  |  |            |  |  |
| CRITICAL VOLUMES                                                                           |                    |                     |   |     | North-South: 36<br>East-West: 499<br>SUM: 535 |              |             | North-South: 36<br>East-West: 499<br>SUM: 535 |              |             | North-South: 38<br>East-West: 529<br>SUM: 567 |              |              |                     | North-South: 38<br>East-West: 529<br>SUM: 567 |              |               |             | North-South: 0<br>East-West: 0<br>SUM: 0 |               |              |             |               |  |  |            |  |  |
| VOLUME/CAPACITY (V/C) RATIO:<br>V/C LESS ATSAC/ATCS ADJUSTMENT:<br>LEVEL OF SERVICE (LOS): |                    |                     |   |     | 0.446<br>0.446<br>A                           |              |             | 0.446<br>0.446<br>A                           |              |             | 0.473<br>0.473<br>A                           |              |              |                     | 0.473<br>0.473<br>A                           |              |               |             | 0.000<br>0.000<br>A                      |               |              |             |               |  |  |            |  |  |

REMARKS:

Version: 1i Beta; 8/4/2011

## PROJECT IMPACT

|                               |       |                                |        |
|-------------------------------|-------|--------------------------------|--------|
| Change in v/c due to project: | 0.000 | $\Delta v/c$ after mitigation: | -0.473 |
| Significant impacted?         | NO    | Fully mitigated?               | N/A    |

# Level of Service Worksheet (Circular 212 Method)



|                                        |                     |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|----------------------------------------|---------------------|-----------------------------------------------|--------------|-----------------------------------------------|-----------------------|-----------------------------------------------|----------------------|-----------------------------------------------|--------------|------------------------------------------|-------------|------------------------------------------|--------------|------------------------------------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #:<br><b>2</b>                     | North-South Street: | <b>GLOBE AVENUE</b>                           |              | Year of Count:                                | <b>2016</b>           |                                               | Ambient Growth: (%): | <b>1.5</b>                                    |              | Conducted by:                            |             |                                          | Date:        | <b>11/14/2016</b>                        |             |                                 |              |              |             |
|                                        | East-West Street:   | <b>WASHINGTON PLACE</b>                       |              | Projection Year:                              | <b>2020</b>           |                                               | Peak Hour:           | <b>PM</b>                                     |              | Reviewed by:                             | <b>RS</b>   |                                          | Project:     |                                          |             |                                 |              |              |             |
| No. of Phases                          |                     | 0                                             |              | 0                                             |                       | 0                                             |                      | 0                                             |              | 0                                        |             | 0                                        |              | 0                                        |             |                                 |              |              |             |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? |                     | 0                                             |              | 0                                             |                       | 0                                             |                      | 0                                             |              | 0                                        |             | 0                                        |              | 0                                        |             |                                 |              |              |             |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? |                     | NB-- 2                                        | SB-- 2       | NB-- 2                                        | SB-- 2                | NB-- 2                                        | SB-- 2               | NB-- 2                                        | SB-- 2       | NB-- 2                                   | SB-- 2      | NB-- 2                                   | SB-- 2       | NB-- 2                                   | SB-- 2      |                                 |              |              |             |
| ATSAC-1 or ATSAC+ATCS-2?               |                     | EB-- 2                                        | WB-- 2       | EB-- 2                                        | WB-- 2                | EB-- 2                                        | WB-- 2               | EB-- 2                                        | WB-- 2       | EB-- 2                                   | WB-- 2      | EB-- 2                                   | WB-- 2       | EB-- 2                                   | WB-- 2      |                                 |              |              |             |
| Override Capacity                      |                     | 1200                                          |              | 1200                                          |                       | 1200                                          |                      | 1200                                          |              | 1200                                     |             | 1200                                     |              | 1200                                     |             |                                 |              |              |             |
| 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                | 1                                             | 0            | 1                                             | 0                     | 1                                             | 1                    | 0                                             | 1            | 0                                        | 1           | 0                                        | 1            | 0                                        | 1           | 0                               | 1            | 0            | 1           |
|                                        | Left-Through        |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Through             | 1                                             | 0            | 19                                            | 0                     | 1                                             | 19                   | 0                                             | 1            | 0                                        | 20          | 0                                        | 1            | 0                                        | 20          | 0                               | 1            | 0            | 20          |
|                                        | Through-Right       |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Right               | 17                                            | 0            | 0                                             | 0                     | 17                                            | 0                    | 1                                             | 18           | 0                                        | 0           | 0                                        | 18           | 0                                        | 0           | 0                               | 18           | 0            | 0           |
| SOUTHBOUND                             | Left                | 8                                             | 0            | 8                                             | 1                     | 9                                             | 9                    | 0                                             | 8            | 0                                        | 8           | 1                                        | 9            | 0                                        | 9           | 0                               | 9            | 0            | 9           |
|                                        | Left-Through        |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Through             | 1                                             | 0            | 15                                            | 0                     | 1                                             | 16                   | 0                                             | 1            | 0                                        | 15          | 0                                        | 1            | 0                                        | 16          | 0                               | 1            | 0            | 16          |
|                                        | Through-Right       |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Right               | 6                                             | 0            | 0                                             | 0                     | 6                                             | 0                    | 0                                             | 6            | 0                                        | 0           | 0                                        | 6            | 0                                        | 0           | 0                               | 6            | 0            | 0           |
| EASTBOUND                              | Left                | 11                                            | 1            | 11                                            | 0                     | 11                                            | 11                   | 1                                             | 12           | 1                                        | 12          | 0                                        | 12           | 1                                        | 12          | 0                               | 12           | 0            | 12          |
|                                        | Left-Through        |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Through             | 901                                           | 1            | 453                                           | 1                     | 902                                           | 454                  | 55                                            | 956          | 1                                        | 481         | 1                                        | 957          | 1                                        | 481         | 0                               | 957          | 0            | 481         |
|                                        | Through-Right       |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Right               | 5                                             | 0            | 5                                             | 0                     | 5                                             | 5                    | 0                                             | 5            | 0                                        | 5           | 0                                        | 5            | 0                                        | 5           | 0                               | 5            | 0            | 5           |
| WESTBOUND                              | Left                | 18                                            | 1            | 18                                            | 0                     | 18                                            | 18                   | 1                                             | 19           | 1                                        | 19          | 0                                        | 19           | 1                                        | 19          | 0                               | 19           | 0            | 19          |
|                                        | Left-Through        |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Through             | 881                                           | 1            | 446                                           | 4                     | 885                                           | 449                  | 54                                            | 935          | 1                                        | 474         | 4                                        | 939          | 1                                        | 476         | 0                               | 939          | 0            | 476         |
|                                        | Through-Right       |                                               |              |                                               |                       |                                               |                      |                                               |              |                                          |             |                                          |              |                                          |             |                                 |              |              |             |
|                                        | Right               | 11                                            | 0            | 11                                            | 1                     | 12                                            | 12                   | 1                                             | 12           | 0                                        | 12          | 1                                        | 13           | 0                                        | 13          | 0                               | 13           | 0            | 13          |
| CRITICAL VOLUMES                       |                     | North-South: 27<br>East-West: 471<br>SUM: 498 |              | North-South: 28<br>East-West: 472<br>SUM: 500 |                       | North-South: 28<br>East-West: 500<br>SUM: 528 |                      | North-South: 29<br>East-West: 500<br>SUM: 529 |              | North-South: 0<br>East-West: 0<br>SUM: 0 |             | North-South: 0<br>East-West: 0<br>SUM: 0 |              | North-South: 0<br>East-West: 0<br>SUM: 0 |             |                                 |              |              |             |
| VOLUME/CAPACITY (V/C) RATIO:           |                     | 0.415                                         |              | 0.417                                         |                       | 0.440                                         |                      | 0.441                                         |              | 0.000                                    |             | 0.000                                    |              | 0.000                                    |             |                                 |              |              |             |
| V/C LESS ATSAC/ATCS ADJUSTMENT:        |                     | 0.415                                         |              | 0.417                                         |                       | 0.440                                         |                      | 0.441                                         |              | 0.000                                    |             | 0.000                                    |              | 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: **0.001**      Δv/c after mitigation: **-0.440**  
Significant impacted? **NO**      Fully mitigated? **N/A**

**APPENDIX E**  
**SYNCHRO ANALYSIS ALONG SOUTHBOUND GLOBE AVENUE AT WASHINGTON**  
**PLACE**

# HCM Unsignalized Intersection Capacity Analysis

## 2: Washington Pl. & Globe Ave.

11/21/2016

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NEL                                                                                | NET                                                                                 | NER                                                                                 | SWL                                                                                 | SWT                                                                                 | SWR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)            | 6                                                                                 | 1                                                                                 | 21                                                                                | 10                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1026                                                                                | 15                                                                                  | 8                                                                                   | 705                                                                                 | 10                                                                                  |
| Future Volume (Veh/h)             | 6                                                                                 | 1                                                                                 | 21                                                                                | 10                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1026                                                                                | 15                                                                                  | 8                                                                                   | 705                                                                                 | 10                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 7                                                                                 | 1                                                                                 | 23                                                                                | 11                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1115                                                                                | 16                                                                                  | 9                                                                                   | 766                                                                                 | 11                                                                                  |
| Pedestrians                       |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                    | 3.5                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 335                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.74                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1552                                                                              | 1946                                                                              | 582                                                                               | 1384                                                                              | 1948                                                                              | 404                                                                               | 786                                                                                |                                                                                     |                                                                                     | 1146                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1054                                                                              | 1583                                                                              | 0                                                                                 | 829                                                                               | 1587                                                                              | 404                                                                               | 786                                                                                |                                                                                     |                                                                                     | 508                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 94                                                                                | 99                                                                                | 97                                                                                | 94                                                                                | 100                                                                               | 99                                                                                | 100                                                                                |                                                                                     |                                                                                     | 99                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 127                                                                               | 77                                                                                | 794                                                                               | 181                                                                               | 77                                                                                | 588                                                                               | 822                                                                                |                                                                                     |                                                                                     | 772                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | NB 1                                                                              | SB 1                                                                              | NE 1                                                                              | NE 2                                                                              | NE 3                                                                              | SW 1                                                                              | SW 2                                                                               | SW 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 31                                                                                | 14                                                                                | 2                                                                                 | 743                                                                               | 388                                                                               | 9                                                                                 | 511                                                                                | 266                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 7                                                                                 | 11                                                                                | 2                                                                                 | 0                                                                                 | 0                                                                                 | 9                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 23                                                                                | 3                                                                                 | 0                                                                                 | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                  | 11                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 320                                                                               | 213                                                                               | 822                                                                               | 1700                                                                              | 1700                                                                              | 772                                                                               | 1700                                                                               | 1700                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.10                                                                              | 0.07                                                                              | 0.00                                                                              | 0.44                                                                              | 0.23                                                                              | 0.01                                                                              | 0.30                                                                               | 0.16                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 17.5                                                                              | 23.1                                                                              | 9.4                                                                               | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | C                                                                                 | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 17.5                                                                              | 23.1                                                                              | 0.0                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 40.7%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 2: Washington Pl. & Globe Ave.

11/21/2016

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NEL                                                                                | NET                                                                                 | NER                                                                                 | SWL                                                                                 | SWT                                                                                 | SWR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)            | 6                                                                                 | 1                                                                                 | 21                                                                                | 10                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1027                                                                                | 15                                                                                  | 8                                                                                   | 706                                                                                 | 10                                                                                  |
| Future Volume (Veh/h)             | 6                                                                                 | 1                                                                                 | 21                                                                                | 10                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1027                                                                                | 15                                                                                  | 8                                                                                   | 706                                                                                 | 10                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 7                                                                                 | 1                                                                                 | 23                                                                                | 11                                                                                | 0                                                                                 | 3                                                                                 | 2                                                                                  | 1116                                                                                | 16                                                                                  | 9                                                                                   | 767                                                                                 | 11                                                                                  |
| Pedestrians                       |                                                                                   | 15                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                    | 6                                                                                   |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    | 12.0                                                                                |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                    | 3.5                                                                                 |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                    | 1                                                                                   |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 335                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              | 0.74                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.74                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1554                                                                              | 1948                                                                              | 582                                                                               | 1386                                                                              | 1950                                                                              | 404                                                                               | 787                                                                                |                                                                                     |                                                                                     | 1147                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1056                                                                              | 1586                                                                              | 0                                                                                 | 831                                                                               | 1589                                                                              | 404                                                                               | 787                                                                                |                                                                                     |                                                                                     | 509                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 94                                                                                | 99                                                                                | 97                                                                                | 94                                                                                | 100                                                                               | 99                                                                                | 100                                                                                |                                                                                     |                                                                                     | 99                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 127                                                                               | 77                                                                                | 794                                                                               | 181                                                                               | 76                                                                                | 588                                                                               | 821                                                                                |                                                                                     |                                                                                     | 771                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | NB 1                                                                              | SB 1                                                                              | NE 1                                                                              | NE 2                                                                              | NE 3                                                                              | SW 1                                                                              | SW 2                                                                               | SW 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 31                                                                                | 14                                                                                | 2                                                                                 | 744                                                                               | 388                                                                               | 9                                                                                 | 511                                                                                | 267                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 7                                                                                 | 11                                                                                | 2                                                                                 | 0                                                                                 | 0                                                                                 | 9                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 23                                                                                | 3                                                                                 | 0                                                                                 | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                  | 11                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 319                                                                               | 212                                                                               | 821                                                                               | 1700                                                                              | 1700                                                                              | 771                                                                               | 1700                                                                               | 1700                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.10                                                                              | 0.07                                                                              | 0.00                                                                              | 0.44                                                                              | 0.23                                                                              | 0.01                                                                              | 0.30                                                                               | 0.16                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 17.5                                                                              | 23.2                                                                              | 9.4                                                                               | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | C                                                                                 | A                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 17.5                                                                              | 23.2                                                                              | 0.0                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 40.7%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 2: Washington Pl. & Globe Ave.

11/21/2016

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NEL                                                                                | NET                                                                                 | NER                                                                                 | SWL                                                                                 | SWT                                                                                 | SWR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)            | 1                                                                                 | 1                                                                                 | 18                                                                                | 8                                                                                 | 1                                                                                 | 6                                                                                 | 12                                                                                 | 956                                                                                 | 5                                                                                   | 19                                                                                  | 935                                                                                 | 12                                                                                  |
| Future Volume (Veh/h)             | 1                                                                                 | 1                                                                                 | 18                                                                                | 8                                                                                 | 1                                                                                 | 6                                                                                 | 12                                                                                 | 956                                                                                 | 5                                                                                   | 19                                                                                  | 935                                                                                 | 12                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 1                                                                                 | 1                                                                                 | 20                                                                                | 9                                                                                 | 1                                                                                 | 7                                                                                 | 13                                                                                 | 1039                                                                                | 5                                                                                   | 21                                                                                  | 1016                                                                                | 13                                                                                  |
| Pedestrians                       |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 19                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 335                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.77                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1642                                                                              | 2174                                                                              | 547                                                                               | 1658                                                                              | 2170                                                                              | 534                                                                               | 1048                                                                               |                                                                                     |                                                                                     | 1061                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1236                                                                              | 1928                                                                              | 0                                                                                 | 1256                                                                              | 1923                                                                              | 534                                                                               | 1048                                                                               |                                                                                     |                                                                                     | 481                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 99                                                                                | 98                                                                                | 98                                                                                | 90                                                                                | 98                                                                                | 99                                                                                | 98                                                                                 |                                                                                     |                                                                                     | 97                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 91                                                                                | 47                                                                                | 815                                                                               | 87                                                                                | 47                                                                                | 482                                                                               | 648                                                                                |                                                                                     |                                                                                     | 816                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | NB 1                                                                              | SB 1                                                                              | NE 1                                                                              | NE 2                                                                              | NE 3                                                                              | SW 1                                                                              | SW 2                                                                               | SW 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 22                                                                                | 17                                                                                | 13                                                                                | 693                                                                               | 351                                                                               | 21                                                                                | 677                                                                                | 352                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 1                                                                                 | 9                                                                                 | 13                                                                                | 0                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 20                                                                                | 7                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                  | 13                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 387                                                                               | 122                                                                               | 648                                                                               | 1700                                                                              | 1700                                                                              | 816                                                                               | 1700                                                                               | 1700                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.06                                                                              | 0.14                                                                              | 0.02                                                                              | 0.41                                                                              | 0.21                                                                              | 0.03                                                                              | 0.40                                                                               | 0.21                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 5                                                                                 | 12                                                                                | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 14.9                                                                              | 39.3                                                                              | 10.7                                                                              | 0.0                                                                               | 0.0                                                                               | 9.5                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 | E                                                                                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 14.9                                                                              | 39.3                                                                              | 0.1                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 38.9%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 2: Washington Pl. & Globe Ave.

11/21/2016

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | NBL                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               | SBR                                                                               | NEL                                                                                | NET                                                                                 | NER                                                                                 | SWL                                                                                 | SWT                                                                                 | SWR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)            | 1                                                                                 | 1                                                                                 | 18                                                                                | 9                                                                                 | 1                                                                                 | 6                                                                                 | 12                                                                                 | 957                                                                                 | 5                                                                                   | 19                                                                                  | 939                                                                                 | 13                                                                                  |
| Future Volume (Veh/h)             | 1                                                                                 | 1                                                                                 | 18                                                                                | 9                                                                                 | 1                                                                                 | 6                                                                                 | 12                                                                                 | 957                                                                                 | 5                                                                                   | 19                                                                                  | 939                                                                                 | 13                                                                                  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                    | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 1                                                                                 | 1                                                                                 | 20                                                                                | 10                                                                                | 1                                                                                 | 7                                                                                 | 13                                                                                 | 1040                                                                                | 5                                                                                   | 21                                                                                  | 1021                                                                                | 14                                                                                  |
| Pedestrians                       |                                                                                   | 17                                                                                |                                                                                   |                                                                                   | 19                                                                                |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 3.5                                                                                 |                                                                                     |
| Percent Blockage                  |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     | 1                                                                                   |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    | 335                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              | 0.77                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 0.77                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1646                                                                              | 2182                                                                              | 548                                                                               | 1664                                                                              | 2177                                                                              | 536                                                                               | 1054                                                                               |                                                                                     |                                                                                     | 1062                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1241                                                                              | 1937                                                                              | 0                                                                                 | 1264                                                                              | 1931                                                                              | 536                                                                               | 1054                                                                               |                                                                                     |                                                                                     | 483                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 7.5                                                                               | 6.5                                                                               | 6.9                                                                               | 4.1                                                                                |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 99                                                                                | 98                                                                                | 98                                                                                | 88                                                                                | 98                                                                                | 99                                                                                | 98                                                                                 |                                                                                     |                                                                                     | 97                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 91                                                                                | 46                                                                                | 815                                                                               | 85                                                                                | 46                                                                                | 480                                                                               | 644                                                                                |                                                                                     |                                                                                     | 815                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | NB 1                                                                              | SB 1                                                                              | NE 1                                                                              | NE 2                                                                              | NE 3                                                                              | SW 1                                                                              | SW 2                                                                               | SW 3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 22                                                                                | 18                                                                                | 13                                                                                | 693                                                                               | 352                                                                               | 21                                                                                | 681                                                                                | 354                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 1                                                                                 | 10                                                                                | 13                                                                                | 0                                                                                 | 0                                                                                 | 21                                                                                | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 20                                                                                | 7                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                  | 14                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 384                                                                               | 118                                                                               | 644                                                                               | 1700                                                                              | 1700                                                                              | 815                                                                               | 1700                                                                               | 1700                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.06                                                                              | 0.15                                                                              | 0.02                                                                              | 0.41                                                                              | 0.21                                                                              | 0.03                                                                              | 0.40                                                                               | 0.21                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 5                                                                                 | 13                                                                                | 2                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                  | 0                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 14.9                                                                              | 41.1                                                                              | 10.7                                                                              | 0.0                                                                               | 0.0                                                                               | 9.5                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 | E                                                                                 | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 14.9                                                                              | 41.1                                                                              | 0.1                                                                               |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | B                                                                                 | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.7                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 39.0%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

**APPENDIX F**  
**SIGNAL WARRANT ANALYSIS**  
**GLOBE AVENUE & WASHINGTON PLACE**

## **Signal Warrant Analysis Globe Avenue & Washington Place**

To address neighborhood community concern, the intersection of Globe Avenue & Washington Place was evaluated for the potential future need for a traffic signal. Currently, this intersection is controlled by a two-way STOP sign on Globe Avenue.

The California Department of Transportation has adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2012 edition to provide for uniform standards and specifications for all official traffic control devices in California. MUTCD Chapter 4 provides standard for the signal warrant analysis:

- o The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Satisfaction of one or more traffic signal warrant shall not in itself require the installation of a traffic control signal, but it is a common traffic engineer practice to determine if a traffic signal is needed. These nine signal warrants analyses were conducted and summarized in the table below:

### **Signal Warrant Analysis Results Future (2020) With Project Conditions**

|                                              | <u><b>Met the Warrant?</b></u> |
|----------------------------------------------|--------------------------------|
| Warrant 1 Eight-Hour Vehicular Volume        | Not Met                        |
| Warrant 2 Four-Hour Vehicular Volume         | Not Met                        |
| Warrant 3 Peak Hour                          | Not Met                        |
| Warrant 4 Pedestrian Volumes                 | Not Met                        |
| Warrant 5 School Crossing                    | Not Met                        |
| Warrant 6 Coordinated Signal System          | Not Met                        |
| Warrant 7 Crash Experience                   | Not Met                        |
| Warrant 8 Roadway Network                    | Not Met                        |
| Warrant 9 Intersection Near a Grade Crossing | Not Met                        |

None of the abovementioned warrants are met under the Future (2020) With Project conditions. Therefore, it is determined by this analysis that a traffic signal is not warranted at the intersection of Globe Avenue & Washington Place.

**Future (2020) With Project Conditions**  
**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

7      LA      COUNT DATE November 3, 2016

DIST      CO      RTE      PM      CALC \_\_\_\_\_ DATE \_\_\_\_\_

Major St: Washington Place      Critical Approach Speed \_\_\_\_\_ mph

Minor St: Globe Avenue      Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 population..... ☐ }

☒ **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume**      SATISFIED    YES ☐    NO ☒  
(Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume**

**100% SATISFIED**    YES ☐    NO ☒

**80% SATISFIED**    YES ☐    NO ☒

Not all of the each of 8 peak hours would satisfy this condition.

| APPROACH LANES                | MINIMUM REQUIREMENTS<br>(80% SHOWN IN BRACKETS) |              |              |              | 8am  | 9am  | 10am | 11am | 12pm | 1pm  | 2pm  | 3pm  | Hour |
|-------------------------------|-------------------------------------------------|--------------|--------------|--------------|------|------|------|------|------|------|------|------|------|
|                               | U                                               | R            | U            | R            |      |      |      |      |      |      |      |      |      |
|                               | 1                                               |              | 2 or More    |              |      |      |      |      |      |      |      |      |      |
| Both Approaches Major Street  | 500<br>(400)                                    | 350<br>(280) | 600<br>(480) | 420<br>(336) | 1767 | 1371 | 1238 | 1281 | 1329 | 1330 | 1426 | 1619 |      |
| Highest Approach Minor Street | 150<br>(120)                                    | 105<br>(84)  | 200<br>(160) | 140<br>(112) | 29   | 31   | 25   | 35   | 25   | 28   | 30   | 27   |      |

**Condition B - Interruption of Continuous Traffic**

**100% SATISFIED**    YES ☐    NO ☒

**80% SATISFIED**    YES ☐    NO ☒

Not all of the each of 8 peak hours would satisfy this condition.

| APPROACH LANES                | MINIMUM REQUIREMENTS<br>(80% SHOWN IN BRACKETS) |              |              |              | 8am  | 9am  | 10am | 11am | 12pm | 1pm  | 2pm  | 3pm  | Hour |
|-------------------------------|-------------------------------------------------|--------------|--------------|--------------|------|------|------|------|------|------|------|------|------|
|                               | U                                               | R            | U            | R            |      |      |      |      |      |      |      |      |      |
|                               | 1                                               |              | 2 or More    |              |      |      |      |      |      |      |      |      |      |
| Both Approaches Major Street  | 750<br>(600)                                    | 525<br>(420) | 900<br>(720) | 630<br>(504) | 1767 | 1371 | 1238 | 1281 | 1329 | 1330 | 1426 | 1619 |      |
| Highest Approach Minor Street | 75<br>(60)                                      | 53<br>(42)   | 100<br>(80)  | 70<br>(56)   | 29   | 31   | 25   | 35   | 25   | 28   | 30   | 27   |      |

**Combination of Conditions A & B**

**SATISFIED**    YES ☐    NO ☒

| REQUIREMENT                                                                                                                                    | CONDITION                                     | ✓ | FULFILLED                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---|---------------------------------------------------------------------|
| TWO CONDITIONS SATISFIED 80%                                                                                                                   | A. MINIMUM VEHICULAR VOLUME                   |   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
|                                                                                                                                                | AND,<br>B. INTERRUPTION OF CONTINUOUS TRAFFIC |   |                                                                     |
| AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS |                                               |   | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Future (2020) With Project Conditions**  
**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

**SATISFIED\*** YES ☐ NO ☒

Record hourly vehicular volumes for any four hours of an average day.

| APPROACH LANES                 | One | 2 or More | 8am  | 9am  | 11am | 2pm  | Hour |
|--------------------------------|-----|-----------|------|------|------|------|------|
| Both Approaches - Major Street |     | X         | 1767 | 1371 | 1281 | 1426 |      |
| Higher Approach - Minor Street | X   |           | 29   | 31   | 35   | 30   |      |

|                                                                                              |                              |                                        |
|----------------------------------------------------------------------------------------------|------------------------------|----------------------------------------|
| *All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)            | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS) | Yes <input type="checkbox"/> | No <input type="checkbox"/>            |

**WARRANT 3 - Peak Hour**  
**(Part A or Part B must be satisfied)**

**SATISFIED** YES ☐ NO ☒

**PART A**

**SATISFIED** YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

|                                                                                                                                                                                                                                               |                                         |                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|----------------------------------------|
| 1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u> | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |
| 2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>                                                                     | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> |
| 3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.                                                            | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            |

**PART B**

**SATISFIED** YES ☒ NO ☐

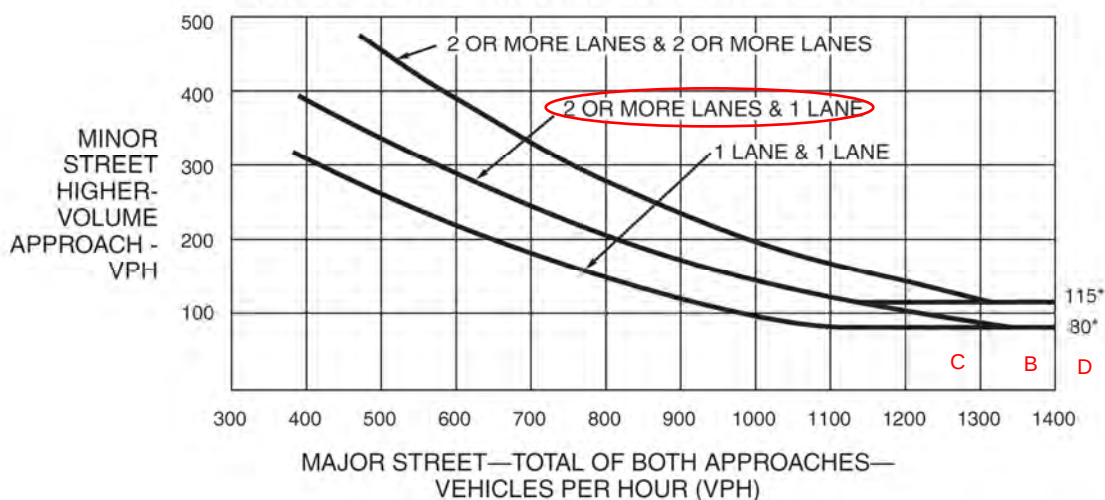
| APPROACH LANES                 | One | 2 or More | 11am | Hour |
|--------------------------------|-----|-----------|------|------|
| Both Approaches - Major Street |     | X         | 1281 |      |
| Higher Approach - Minor Street | X   |           | 35   |      |

|                                                                                              |                                         |                             |
|----------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------|
| The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)             | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| <u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS) | Yes <input type="checkbox"/>            | No <input type="checkbox"/> |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

## Future (2020) With Project Conditions

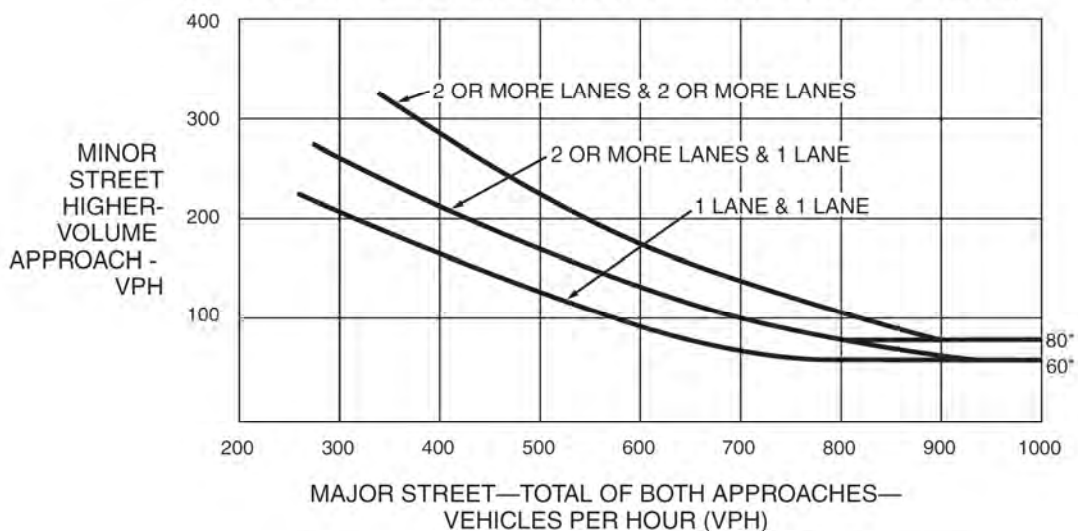
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

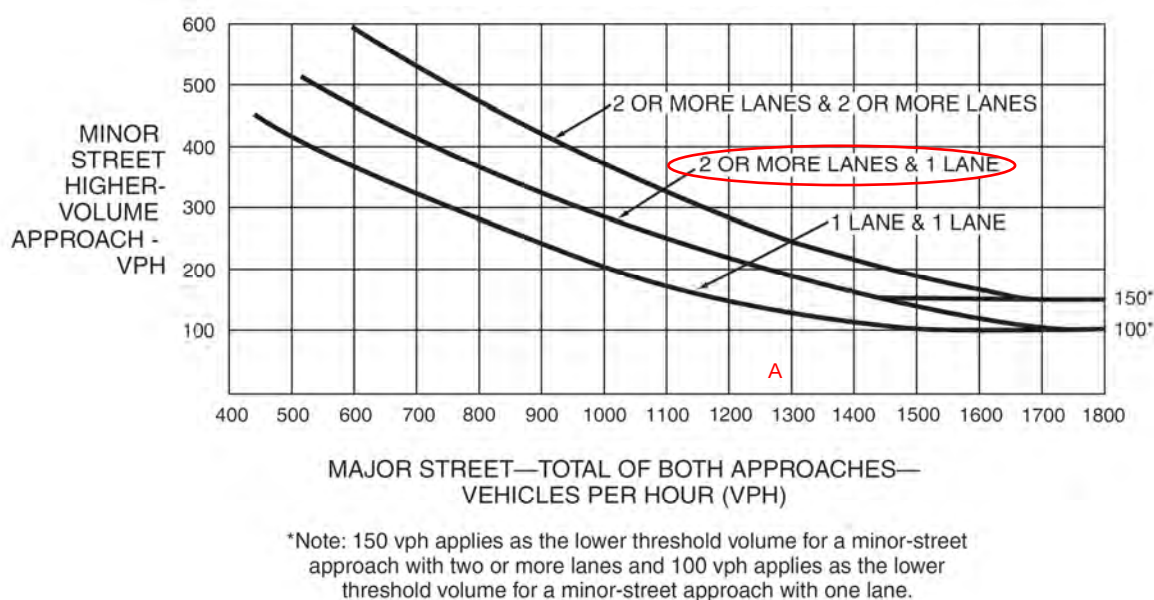
**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

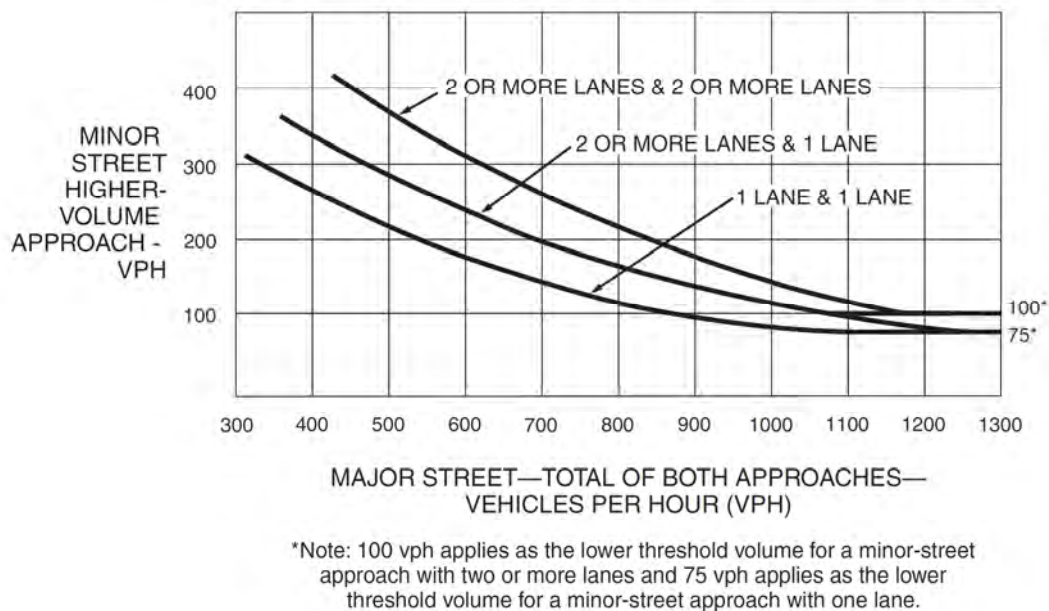


\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

### Future (2020) With Project Conditions



**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



## Future (2020) With Project Conditions

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)**

### WARRANT 4 - Pedestrian Volume (Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

#### Part 1 (Parts A or B must be satisfied)

| Hours -->                            | 7am  | 8am  | 9am  | 3pm  |
|--------------------------------------|------|------|------|------|
| A. Vehicles per hour for any 4 hours | 1330 | 1767 | 1371 | 1619 |
| Pedestrians per hour for any 4 hours | 2    | 2    | 7    | 8    |

Figure 4C-5 or Figure 4C-6  
SATISFIED YES ☐ NO ☒

| Hours -->                           | 7am  |  |  |  |
|-------------------------------------|------|--|--|--|
| B. Vehicles per hour for any 1 hour | 1619 |  |  |  |
| Pedestrians per hour for any 1 hour | 8    |  |  |  |

Figure 4C-7 or Figure 4C-8  
SATISFIED YES ☐ NO ☒

#### Part 2

SATISFIED YES ☐ NO ☒

|                                                                                                            |                              |                                        |
|------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------------|
| <u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft      | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street. | Yes <input type="checkbox"/> | No <input type="checkbox"/>            |

### WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

#### Part A

Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☒

| Gaps vs Minutes                             | Minutes Children Using Crossing | Hour |
|---------------------------------------------|---------------------------------|------|
|                                             | Number of Adequate Gaps         |      |
| School Age Pedestrians Crossing Street / hr | 1                               |      |

Gaps < Minutes YES ☐ NO ☐

AND Children > 20/hr YES ☐ NO ☒

|                                                                                  |                              |                             |
|----------------------------------------------------------------------------------|------------------------------|-----------------------------|
| <u>AND</u> , Consideration has been given to less restrictive remedial measures. | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
|----------------------------------------------------------------------------------|------------------------------|-----------------------------|

#### Part B

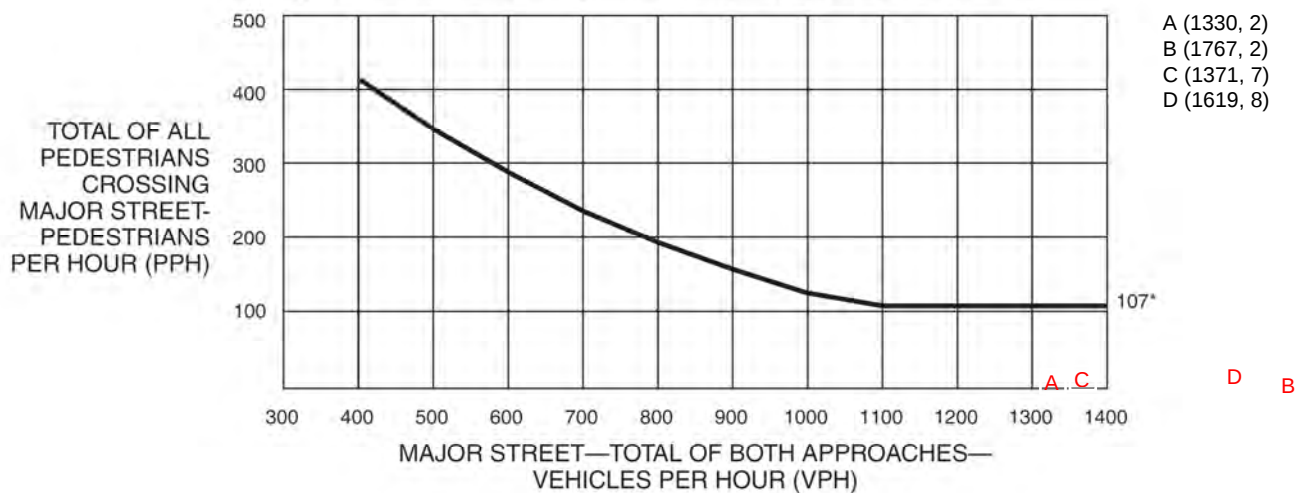
SATISFIED YES ☐ NO ☒

|                                                                                          |                              |                                        |
|------------------------------------------------------------------------------------------|------------------------------|----------------------------------------|
| The distance to the nearest traffic signal along the major street is greater than 300 ft | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| <u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.   | Yes <input type="checkbox"/> | No <input type="checkbox"/>            |

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

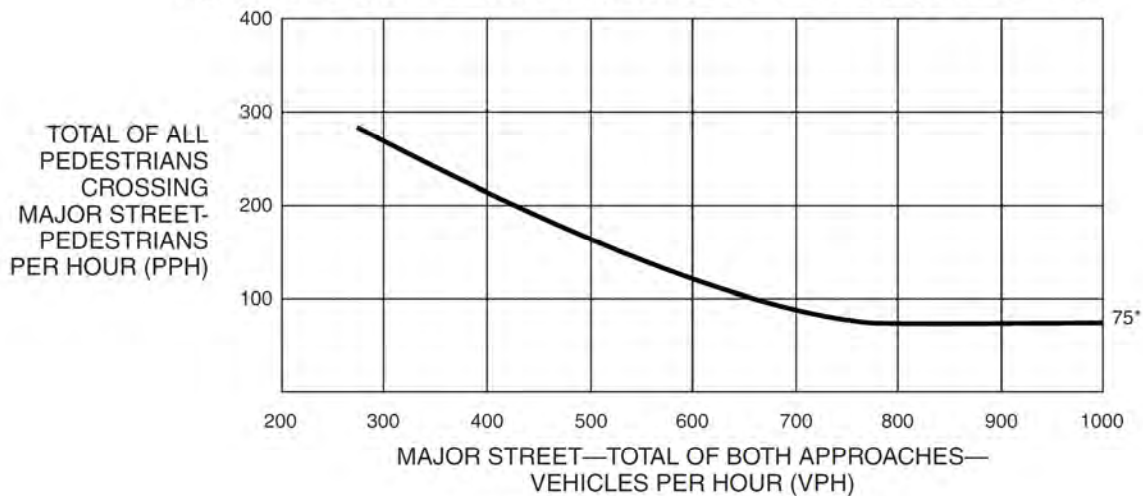
### Future (2020) With Project Conditions

**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**



\*Note: 107 pph applies as the lower threshold volume.

**Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)**



\*Note: 75 pph applies as the lower threshold volume.

### Future (2020) With Project Conditions

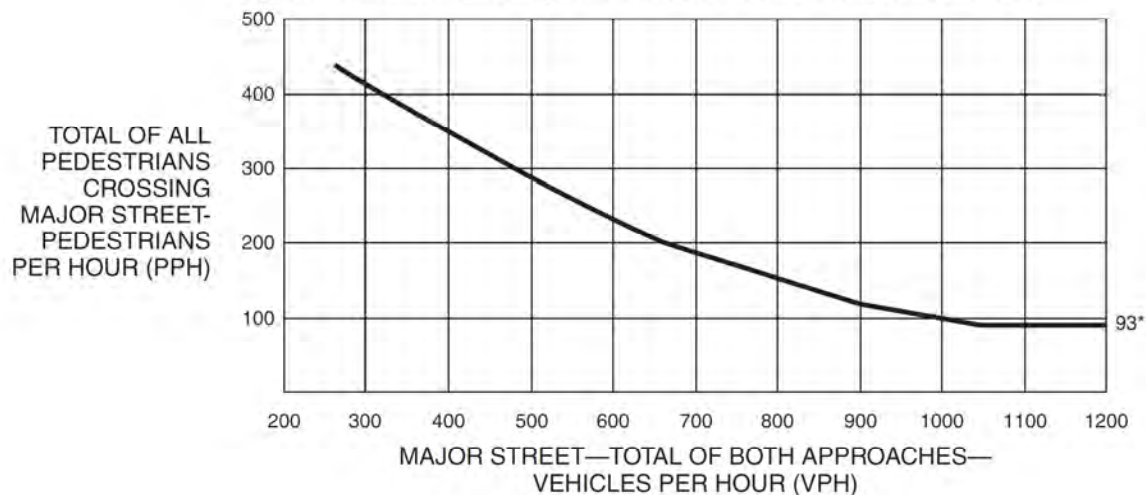
**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**



A (1619, 8)

\*Note: 133 pph applies as the lower threshold volume.

**Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)**



\*Note: 93 pph applies as the lower threshold volume.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System  
(All Parts Must Be Satisfied)**

**SATISFIED YES ☐ NO ☒**

|                                                                                                                                                                                                                      |                                            |                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------|
| MINIMUM REQUIREMENTS                                                                                                                                                                                                 | DISTANCE TO NEAREST SIGNAL                 |                                                                     |
| ≥ 1000 ft                                                                                                                                                                                                            | N _____ ft, S _____ ft, E 560 ft, W 270 ft | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.        |                                            | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation. |                                            |                                                                     |

**WARRANT 7 - Crash Experience Warrant  
(All Parts Must Be Satisfied)**

**SATISFIED YES ☐ NO ☒**

|                                                                                                                       |                                                                                                                                                                                      |                                                                     |
|-----------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency. |                                                                                                                                                                                      | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| REQUIREMENTS                                                                                                          | Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash. | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
| 5 OR MORE                                                                                                             | 2                                                                                                                                                                                    |                                                                     |
| REQUIREMENTS                                                                                                          | CONDITIONS                                                                                                                                                                           | ✓                                                                   |
| ONE CONDITION SATISFIED 80%                                                                                           | Warrant 1, Condition A - Minimum Vehicular Volume                                                                                                                                    | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |
|                                                                                                                       | OR, Warrant 1, Condition B - Interruption of Continuous Traffic                                                                                                                      |                                                                     |
|                                                                                                                       | OR, Warrant 4, Pedestrian Volume Condition<br>Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8                                                                                       |                                                                     |

**WARRANT 8 - Roadway Network  
(All Parts Must Be Satisfied)**

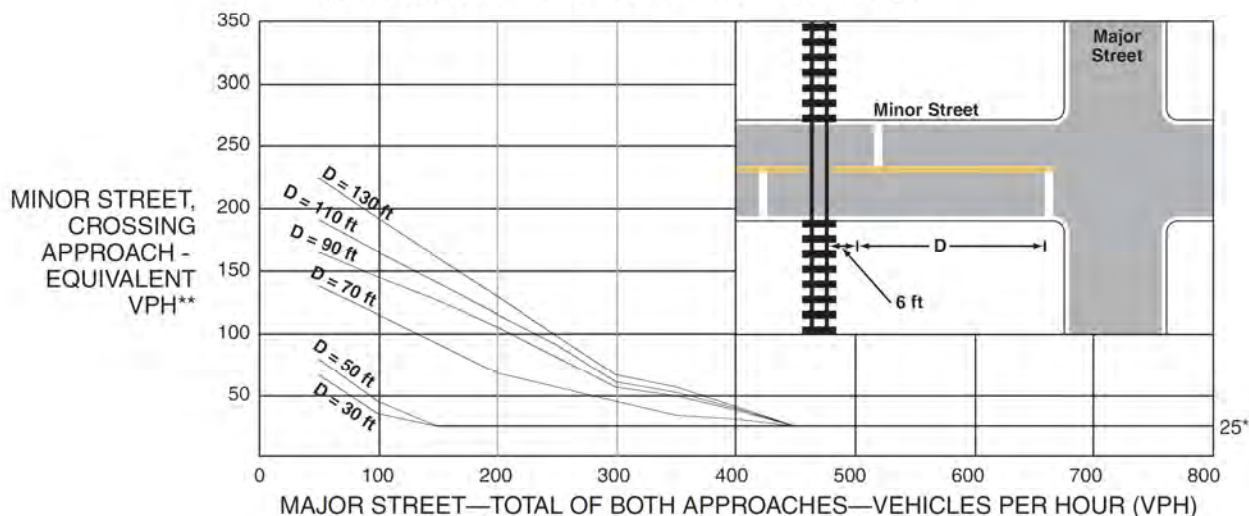
**SATISFIED YES ☐ NO ☒**

|                                                                      |                                                                                                                                                                  |                                                                     |                                                                     |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------------------|
| MINIMUM VOLUME REQUIREMENTS                                          | ENTERING VOLUMES - ALL APPROACHES                                                                                                                                | ✓                                                                   | FULFILLED                                                           |
| 1000 Veh/Hr                                                          | During Typical Weekday Peak Hour > 1000 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday. |                                                                     | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> |
|                                                                      | OR<br>During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr                                                                                                    |                                                                     |                                                                     |
| CHARACTERISTICS OF MAJOR ROUTES                                      |                                                                                                                                                                  | MAJOR ROUTE A                                                       | MAJOR ROUTE B                                                       |
| Hwy. System Serving as Principal Network for Through Traffic         |                                                                                                                                                                  | X                                                                   |                                                                     |
| Rural or Suburban Highway Outside Of, Entering, or Traversing a City |                                                                                                                                                                  |                                                                     |                                                                     |
| Appears as Major Route on an Official Plan                           |                                                                                                                                                                  | X                                                                   |                                                                     |
| Any Major Route Characteristics Met, Both Streets                    |                                                                                                                                                                  | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |                                                                     |

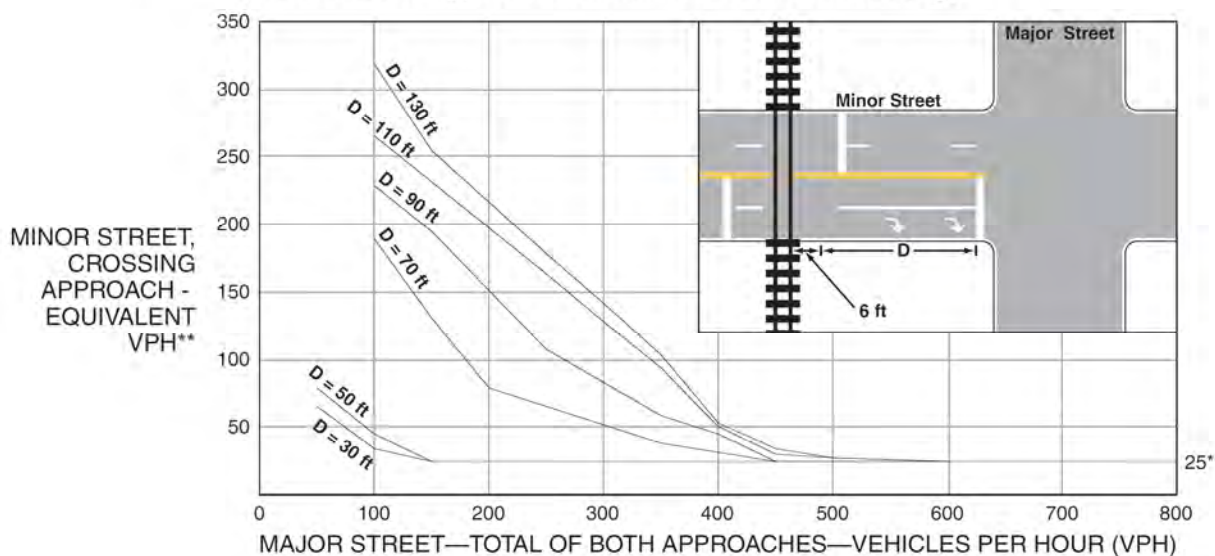
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing  
(One Approach Lane at the Track Crossing)**

No



**Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing  
(Two or More Approach Lanes at the Track Crossing)**



## Future (2020) With Project Conditions

### Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing**  
(Both Parts A and B Must Be Satisfied)

**SATISFIED** YES ☐ NO ☒

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
| <p><b><u>PART A</u></b></p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p> |
| <p><b><u>PART B</u></b></p> <p><b>There is one minor street approach lane at the track crossing</b> - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH<br/>         Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p> <hr style="border-top: 1px dashed black;"/> <p><b>OR, There are two or more minor street approach lanes at the track crossing</b> - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH<br/>         Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p> | <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p> |

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day \_\_\_\_\_ Adjustment factor from table 4C-2 \_\_\_\_\_

2- Percentage of High-Occupancy Buses on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-3 \_\_\_\_\_

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-4 \_\_\_\_\_

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

## **Globe Avenue & Washington Place Counts**

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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   | 3                          | 0    | 1     | 4          | 0                             | 99   | 0     | 99         | 0                          | 0    | 6     | 6          | 0                             | 121  | 1     | 122        | 231        |
| 07:15 AM   | 3                          | 0    | 2     | 5          | 0                             | 134  | 2     | 136        | 2                          | 0    | 5     | 7          | 0                             | 146  | 0     | 146        | 294        |
| 07:30 AM   | 3                          | 0    | 0     | 3          | 2                             | 163  | 1     | 166        | 1                          | 0    | 2     | 3          | 3                             | 182  | 1     | 186        | 358        |
| 07:45 AM   | 7                          | 0    | 0     | 7          | 1                             | 176  | 3     | 180        | 1                          | 0    | 1     | 2          | 0                             | 216  | 2     | 218        | 407        |
| Total      | 16                         | 0    | 3     | 19         | 3                             | 572  | 6     | 581        | 4                          | 0    | 14    | 18         | 3                             | 665  | 4     | 672        | 1290       |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 179  | 4     | 184        | 1                          | 0    | 10    | 11         | 0                             | 232  | 3     | 235        | 430        |
| 08:15 AM   | 4                          | 0    | 0     | 4          | 5                             | 144  | 1     | 150        | 1                          | 0    | 6     | 7          | 0                             | 253  | 2     | 255        | 416        |
| 08:30 AM   | 2                          | 0    | 2     | 4          | 0                             | 165  | 1     | 166        | 4                          | 1    | 2     | 7          | 1                             | 254  | 7     | 262        | 439        |
| 08:45 AM   | 3                          | 0    | 1     | 4          | 2                             | 176  | 3     | 181        | 0                          | 0    | 2     | 2          | 1                             | 228  | 2     | 231        | 418        |
| Total      | 9                          | 0    | 3     | 12         | 8                             | 664  | 9     | 681        | 6                          | 1    | 20    | 27         | 2                             | 967  | 14    | 983        | 1703       |
| 09:00 AM   | 4                          | 0    | 1     | 5          | 5                             | 145  | 1     | 151        | 1                          | 0    | 9     | 10         | 0                             | 187  | 0     | 187        | 353        |
| 09:15 AM   | 1                          | 0    | 0     | 1          | 2                             | 147  | 0     | 149        | 1                          | 0    | 3     | 4          | 0                             | 194  | 2     | 196        | 350        |
| 09:30 AM   | 0                          | 0    | 1     | 1          | 4                             | 107  | 2     | 113        | 1                          | 1    | 8     | 10         | 1                             | 205  | 1     | 207        | 331        |
| 09:45 AM   | 0                          | 0    | 1     | 1          | 4                             | 125  | 2     | 131        | 0                          | 1    | 4     | 5          | 0                             | 154  | 3     | 157        | 294        |
| Total      | 5                          | 0    | 3     | 8          | 15                            | 524  | 5     | 544        | 3                          | 2    | 24    | 29         | 1                             | 740  | 6     | 747        | 1328       |
| 10:00 AM   | 1                          | 0    | 2     | 3          | 2                             | 105  | 0     | 107        | 0                          | 1    | 6     | 7          | 2                             | 186  | 1     | 189        | 306        |
| 10:15 AM   | 1                          | 0    | 2     | 3          | 4                             | 119  | 1     | 124        | 0                          | 0    | 1     | 1          | 1                             | 179  | 0     | 180        | 308        |
| 10:30 AM   | 0                          | 0    | 1     | 1          | 1                             | 112  | 2     | 115        | 0                          | 0    | 7     | 7          | 1                             | 170  | 3     | 174        | 297        |
| 10:45 AM   | 1                          | 1    | 1     | 3          | 4                             | 111  | 2     | 117        | 0                          | 1    | 8     | 9          | 2                             | 158  | 0     | 160        | 289        |
| Total      | 3                          | 1    | 6     | 10         | 11                            | 447  | 5     | 463        | 0                          | 2    | 22    | 24         | 6                             | 693  | 4     | 703        | 1200       |
| 11:00 AM   | 1                          | 0    | 3     | 4          | 3                             | 122  | 1     | 126        | 1                          | 0    | 7     | 8          | 1                             | 144  | 1     | 146        | 284        |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 1                             | 126  | 0     | 127        | 0                          | 0    | 12    | 12         | 1                             | 208  | 1     | 210        | 349        |
| 11:30 AM   | 0                          | 0    | 1     | 1          | 5                             | 133  | 0     | 138        | 1                          | 0    | 5     | 6          | 0                             | 177  | 5     | 182        | 327        |
| 11:45 AM   | 1                          | 0    | 2     | 3          | 3                             | 111  | 2     | 116        | 2                          | 0    | 5     | 7          | 1                             | 159  | 1     | 161        | 287        |
| Total      | 2                          | 0    | 6     | 8          | 12                            | 492  | 3     | 507        | 4                          | 0    | 29    | 33         | 3                             | 688  | 8     | 699        | 1247       |
| 12:00 PM   | 3                          | 0    | 0     | 3          | 3                             | 138  | 1     | 142        | 0                          | 0    | 8     | 8          | 2                             | 156  | 1     | 159        | 312        |
| 12:15 PM   | 3                          | 0    | 3     | 6          | 2                             | 153  | 5     | 160        | 1                          | 0    | 3     | 4          | 2                             | 219  | 1     | 222        | 392        |
| 12:30 PM   | 1                          | 0    | 3     | 4          | 5                             | 94   | 1     | 100        | 2                          | 0    | 5     | 7          | 2                             | 139  | 2     | 143        | 254        |
| 12:45 PM   | 2                          | 1    | 5     | 8          | 4                             | 127  | 0     | 131        | 1                          | 0    | 4     | 5          | 2                             | 189  | 1     | 192        | 336        |
| Total      | 9                          | 1    | 11    | 21         | 14                            | 512  | 7     | 533        | 4                          | 0    | 20    | 24         | 8                             | 703  | 5     | 716        | 1294       |
| 01:00 PM   | 1                          | 0    | 0     | 1          | 4                             | 121  | 2     | 127        | 0                          | 0    | 5     | 5          | 0                             | 183  | 2     | 185        | 318        |
| 01:15 PM   | 2                          | 1    | 2     | 5          | 4                             | 134  | 1     | 139        | 0                          | 0    | 4     | 4          | 2                             | 169  | 2     | 173        | 321        |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 3                             | 135  | 2     | 140        | 1                          | 0    | 9     | 10         | 2                             | 177  | 1     | 180        | 330        |
| 01:45 PM   | 0                          | 0    | 1     | 1          | 8                             | 122  | 4     | 134        | 0                          | 0    | 7     | 7          | 1                             | 166  | 5     | 172        | 314        |
| Total      | 3                          | 1    | 3     | 7          | 19                            | 512  | 9     | 540        | 1                          | 0    | 25    | 26         | 5                             | 695  | 10    | 710        | 1283       |
| 02:00 PM   | 3                          | 0    | 1     | 4          | 4                             | 125  | 1     | 130        | 0                          | 0    | 5     | 5          | 1                             | 168  | 3     | 172        | 311        |
| 02:15 PM   | 2                          | 0    | 2     | 4          | 4                             | 142  | 3     | 149        | 1                          | 0    | 6     | 7          | 1                             | 221  | 3     | 225        | 385        |
| 02:30 PM   | 1                          | 0    | 4     | 5          | 3                             | 158  | 3     | 164        | 0                          | 0    | 5     | 5          | 0                             | 168  | 3     | 171        | 345        |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 118  | 0     | 119        | 2                          | 0    | 9     | 11         | 0                             | 206  | 4     | 210        | 340        |
| Total      | 6                          | 0    | 7     | 13         | 12                            | 543  | 7     | 562        | 3                          | 0    | 25    | 28         | 2                             | 763  | 13    | 778        | 1381       |
| 03:00 PM   | 1                          | 0    | 1     | 2          | 1                             | 181  | 1     | 183        | 1                          | 1    | 3     | 5          | 1                             | 202  | 1     | 204        | 394        |
| 03:15 PM   | 3                          | 0    | 0     | 3          | 3                             | 167  | 3     | 173        | 1                          | 0    | 8     | 9          | 1                             | 204  | 2     | 207        | 392        |
| 03:30 PM   | 1                          | 1    | 2     | 4          | 2                             | 181  | 1     | 184        | 4                          | 0    | 3     | 7          | 2                             | 207  | 0     | 209        | 404        |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 2                             | 149  | 2     | 153        | 0                          | 0    | 4     | 4          | 2                             | 206  | 1     | 209        | 366        |
| Total      | 5                          | 1    | 3     | 9          | 8                             | 678  | 7     | 693        | 6                          | 1    | 18    | 25         | 6                             | 819  | 4     | 829        | 1556       |
| 04:00 PM   | 2                          | 0    | 0     | 2          | 2                             | 165  | 2     | 169        | 1                          | 0    | 3     | 4          | 2                             | 207  | 1     | 210        | 385        |
| 04:15 PM   | 0                          | 1    | 5     | 6          | 5                             | 186  | 4     | 195        | 1                          | 0    | 3     | 4          | 2                             | 177  | 1     | 180        | 385        |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 4                             | 185  | 0     | 189        | 2                          | 0    | 8     | 10         | 0                             | 212  | 2     | 214        | 413        |
| 04:45 PM   | 0                          | 0    | 3     | 3          | 7                             | 168  | 1     | 176        | 0                          | 0    | 3     | 3          | 1                             | 206  | 1     | 208        | 390        |
| Total      | 2                          | 1    | 8     | 11         | 18                            | 704  | 7     | 729        | 4                          | 0    | 17    | 21         | 5                             | 802  | 5     | 812        | 1573       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

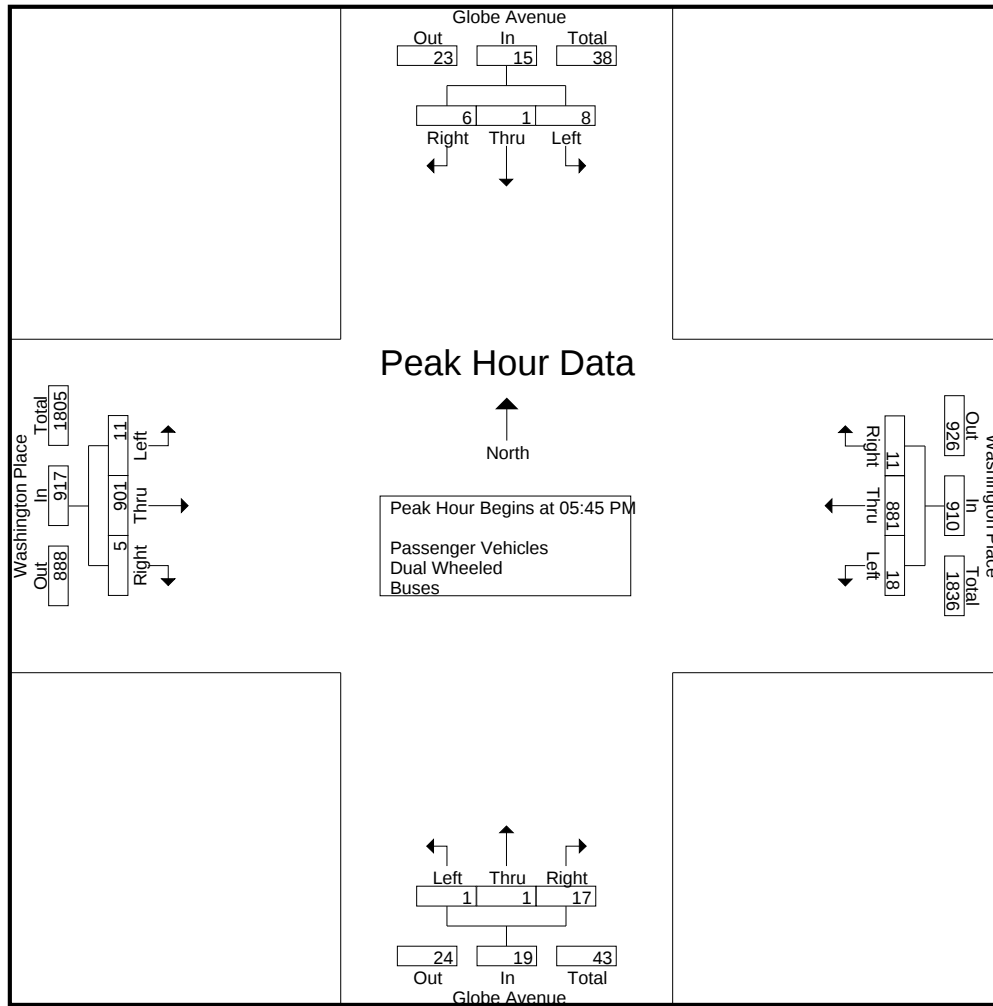
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

|                      | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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 |
| 05:00 PM             | 2                          | 0    | 1     | 3          | 2                             | 206  | 0     | 208        | 2                          | 0    | 3     | 5          | 0                             | 215  | 3     | 218        | 434        |
| 05:15 PM             | 0                          | 0    | 0     | 0          | 4                             | 196  | 6     | 206        | 0                          | 0    | 3     | 3          | 1                             | 216  | 2     | 219        | 428        |
| 05:30 PM             | 4                          | 0    | 1     | 5          | 6                             | 205  | 2     | 213        | 1                          | 0    | 3     | 4          | 0                             | 218  | 3     | 221        | 443        |
| 05:45 PM             | 2                          | 0    | 1     | 3          | 5                             | 230  | 2     | 237        | 0                          | 0    | 4     | 4          | 2                             | 200  | 1     | 203        | 447        |
| Total                | 8                          | 0    | 3     | 11         | 17                            | 837  | 10    | 864        | 3                          | 0    | 13    | 16         | 3                             | 849  | 9     | 861        | 1752       |
| 06:00 PM             | 3                          | 1    | 0     | 4          | 6                             | 218  | 2     | 226        | 0                          | 1    | 6     | 7          | 4                             | 228  | 0     | 232        | 469        |
| 06:15 PM             | 1                          | 0    | 2     | 3          | 4                             | 219  | 4     | 227        | 1                          | 0    | 2     | 3          | 4                             | 230  | 3     | 237        | 470        |
| 06:30 PM             | 2                          | 0    | 3     | 5          | 3                             | 214  | 3     | 220        | 0                          | 0    | 5     | 5          | 1                             | 243  | 1     | 245        | 475        |
| 06:45 PM             | 0                          | 1    | 2     | 3          | 2                             | 192  | 2     | 196        | 1                          | 0    | 4     | 5          | 2                             | 192  | 4     | 198        | 402        |
| Total                | 6                          | 2    | 7     | 15         | 15                            | 843  | 11    | 869        | 2                          | 1    | 17    | 20         | 11                            | 893  | 8     | 912        | 1816       |
| Grand Total          | 74                         | 7    | 63    | 144        | 152                           | 7328 | 86    | 7566       | 40                         | 7    | 244   | 291        | 55                            | 9277 | 90    | 9422       | 17423      |
| Apprch %             | 51.4                       | 4.9  | 43.8  |            | 2                             | 96.9 | 1.1   |            | 13.7                       | 2.4  | 83.8  |            | 0.6                           | 98.5 | 1     |            |            |
| Total %              | 0.4                        | 0    | 0.4   | 0.8        | 0.9                           | 42.1 | 0.5   | 43.4       | 0.2                        | 0    | 1.4   | 1.7        | 0.3                           | 53.2 | 0.5   | 54.1       |            |
| Passenger Vehicles   | 73                         | 7    | 62    | 142        | 149                           | 7224 | 84    | 7457       | 39                         | 7    | 241   | 287        | 55                            | 9185 | 88    | 9328       | 17214      |
| % Passenger Vehicles | 98.6                       | 100  | 98.4  | 98.6       | 98                            | 98.6 | 97.7  | 98.6       | 97.5                       | 100  | 98.8  | 98.6       | 100                           | 99   | 97.8  | 99         | 98.8       |
| Dual Wheeled         | 1                          | 0    | 1     | 2          | 3                             | 91   | 2     | 96         | 1                          | 0    | 3     | 4          | 0                             | 76   | 2     | 78         | 180        |
| % Dual Wheeled       | 1.4                        | 0    | 1.6   | 1.4        | 2                             | 1.2  | 2.3   | 1.3        | 2.5                        | 0    | 1.2   | 1.4        | 0                             | 0.8  | 2.2   | 0.8        | 1          |
| Buses                | 0                          | 0    | 0     | 0          | 0                             | 13   | 0     | 13         | 0                          | 0    | 0     | 0          | 0                             | 16   | 0     | 16         | 29         |
| % Buses              | 0                          | 0    | 0     | 0          | 0                             | 0.2  | 0     | 0.2        | 0                          | 0    | 0     | 0          | 0                             | 0.2  | 0     | 0.2        | 0.2        |

|                                                            | Globe Avenue<br>Southbound |          |          |            | Washington Place<br>Westbound |            |          |            | Globe Avenue<br>Northbound |          |          |            | Washington Place<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 06:45 PM - Peak 1 of 1 |                            |          |          |            |                               |            |          |            |                            |          |          |            |                               |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:45 PM       |                            |          |          |            |                               |            |          |            |                            |          |          |            |                               |            |          |            |            |
| 05:45 PM                                                   | 2                          | 0        | 1        | 3          | 5                             | <b>230</b> | 2        | <b>237</b> | 0                          | 0        | 4        | 4          | 2                             | 200        | 1        | 203        | 447        |
| 06:00 PM                                                   | <b>3</b>                   | <b>1</b> | 0        | 4          | <b>6</b>                      | 218        | 2        | 226        | 0                          | <b>1</b> | <b>6</b> | <b>7</b>   | <b>4</b>                      | 228        | 0        | 232        | 469        |
| 06:15 PM                                                   | 1                          | 0        | 2        | 3          | 4                             | 219        | <b>4</b> | 227        | <b>1</b>                   | 0        | 2        | 3          | 4                             | 230        | <b>3</b> | 237        | 470        |
| 06:30 PM                                                   | 2                          | 0        | <b>3</b> | <b>5</b>   | 3                             | 214        | 3        | 220        | 0                          | 0        | 5        | 5          | <b>1</b>                      | <b>243</b> | <b>1</b> | <b>245</b> | <b>475</b> |
| Total Volume                                               | 8                          | 1        | 6        | 15         | 18                            | 881        | 11       | 910        | 1                          | 1        | 17       | 19         | 11                            | 901        | 5        | 917        | 1861       |
| % App. Total                                               | 53.3                       | 6.7      | 40       |            | 2                             | 96.8       | 1.2      |            | 5.3                        | 5.3      | 89.5     |            | 1.2                           | 98.3       | 0.5      |            |            |
| PHF                                                        | .667                       | .250     | .500     | .750       | .750                          | .958       | .688     | .960       | .250                       | .250     | .708     | .679       | .688                          | .927       | .417     | .936       | .979       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 12:00 PM |          |          |          | 05:45 PM |            |          |            | 10:30 AM |          |           |           | 08:00 AM |            |          |            |
|--------------|----------|----------|----------|----------|----------|------------|----------|------------|----------|----------|-----------|-----------|----------|------------|----------|------------|
| +0 mins.     | 3        | 0        | 0        | 3        | 5        | <b>230</b> | 2        | <b>237</b> | 0        | 0        | 7         | 7         | 0        | 232        | 3        | 235        |
| +15 mins.    | 3        | 0        | 3        | 6        | <b>6</b> | 218        | 2        | 226        | 0        | <b>1</b> | 8         | 9         | 0        | 253        | 2        | 255        |
| +30 mins.    | 1        | 0        | 3        | 4        | 4        | 219        | <b>4</b> | 227        | <b>1</b> | 0        | 7         | 8         | <b>1</b> | <b>254</b> | <b>7</b> | <b>262</b> |
| +45 mins.    | 2        | <b>1</b> | <b>5</b> | <b>8</b> | 3        | 214        | 3        | 220        | 0        | 0        | <b>12</b> | <b>12</b> | 1        | 228        | 2        | 231        |
| Total Volume | 9        | 1        | 11       | 21       | 18       | 881        | 11       | 910        | 1        | 1        | 34        | 36        | 2        | 967        | 14       | 983        |
| % App. Total | 42.9     | 4.8      | 52.4     |          | 2        | 96.8       | 1.2      |            | 2.8      | 2.8      | 94.4      |           | 0.2      | 98.4       | 1.4      |            |
| PHF          | .750     | .250     | .550     | .656     | .750     | .958       | .688     | .960       | .250     | .250     | .708      | .750      | .500     | .952       | .500     | .938       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Passenger Vehicles

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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   | 3                          | 0    | 1     | 4          | 0                             | 98   | 0     | 98         | 0                          | 0    | 6     | 6          | 0                             | 121  | 1     | 122        | 230        |
| 07:15 AM   | 3                          | 0    | 2     | 5          | 0                             | 133  | 2     | 135        | 2                          | 0    | 5     | 7          | 0                             | 143  | 0     | 143        | 290        |
| 07:30 AM   | 3                          | 0    | 0     | 3          | 2                             | 161  | 1     | 164        | 1                          | 0    | 2     | 3          | 3                             | 180  | 1     | 184        | 354        |
| 07:45 AM   | 6                          | 0    | 0     | 6          | 1                             | 170  | 3     | 174        | 1                          | 0    | 1     | 2          | 0                             | 215  | 2     | 217        | 399        |
| Total      | 15                         | 0    | 3     | 18         | 3                             | 562  | 6     | 571        | 4                          | 0    | 14    | 18         | 3                             | 659  | 4     | 666        | 1273       |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 175  | 4     | 180        | 1                          | 0    | 10    | 11         | 0                             | 232  | 3     | 235        | 426        |
| 08:15 AM   | 4                          | 0    | 0     | 4          | 5                             | 141  | 1     | 147        | 1                          | 0    | 6     | 7          | 0                             | 252  | 2     | 254        | 412        |
| 08:30 AM   | 2                          | 0    | 2     | 4          | 0                             | 162  | 1     | 163        | 4                          | 1    | 2     | 7          | 1                             | 251  | 6     | 258        | 432        |
| 08:45 AM   | 3                          | 0    | 1     | 4          | 2                             | 173  | 3     | 178        | 0                          | 0    | 2     | 2          | 1                             | 226  | 2     | 229        | 413        |
| Total      | 9                          | 0    | 3     | 12         | 8                             | 651  | 9     | 668        | 6                          | 1    | 20    | 27         | 2                             | 961  | 13    | 976        | 1683       |
| 09:00 AM   | 4                          | 0    | 1     | 5          | 4                             | 143  | 1     | 148        | 1                          | 0    | 9     | 10         | 0                             | 185  | 0     | 185        | 348        |
| 09:15 AM   | 1                          | 0    | 0     | 1          | 2                             | 143  | 0     | 145        | 1                          | 0    | 3     | 4          | 0                             | 193  | 2     | 195        | 345        |
| 09:30 AM   | 0                          | 0    | 1     | 1          | 4                             | 107  | 2     | 113        | 1                          | 1    | 8     | 10         | 1                             | 199  | 1     | 201        | 325        |
| 09:45 AM   | 0                          | 0    | 1     | 1          | 4                             | 121  | 2     | 127        | 0                          | 1    | 4     | 5          | 0                             | 151  | 3     | 154        | 287        |
| Total      | 5                          | 0    | 3     | 8          | 14                            | 514  | 5     | 533        | 3                          | 2    | 24    | 29         | 1                             | 728  | 6     | 735        | 1305       |
| 10:00 AM   | 1                          | 0    | 2     | 3          | 2                             | 103  | 0     | 105        | 0                          | 1    | 6     | 7          | 2                             | 186  | 1     | 189        | 304        |
| 10:15 AM   | 1                          | 0    | 2     | 3          | 4                             | 117  | 1     | 122        | 0                          | 0    | 1     | 1          | 1                             | 173  | 0     | 174        | 300        |
| 10:30 AM   | 0                          | 0    | 1     | 1          | 1                             | 111  | 2     | 114        | 0                          | 0    | 6     | 6          | 1                             | 168  | 3     | 172        | 293        |
| 10:45 AM   | 1                          | 1    | 1     | 3          | 4                             | 107  | 2     | 113        | 0                          | 1    | 8     | 9          | 2                             | 156  | 0     | 158        | 283        |
| Total      | 3                          | 1    | 6     | 10         | 11                            | 438  | 5     | 454        | 0                          | 2    | 21    | 23         | 6                             | 683  | 4     | 693        | 1180       |
| 11:00 AM   | 1                          | 0    | 3     | 4          | 3                             | 120  | 1     | 124        | 1                          | 0    | 7     | 8          | 1                             | 143  | 1     | 145        | 281        |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 1                             | 124  | 0     | 125        | 0                          | 0    | 12    | 12         | 1                             | 207  | 1     | 209        | 346        |
| 11:30 AM   | 0                          | 0    | 1     | 1          | 5                             | 130  | 0     | 135        | 1                          | 0    | 5     | 6          | 0                             | 177  | 5     | 182        | 324        |
| 11:45 AM   | 1                          | 0    | 2     | 3          | 3                             | 110  | 2     | 115        | 2                          | 0    | 5     | 7          | 1                             | 158  | 1     | 160        | 285        |
| Total      | 2                          | 0    | 6     | 8          | 12                            | 484  | 3     | 499        | 4                          | 0    | 29    | 33         | 3                             | 685  | 8     | 696        | 1236       |
| 12:00 PM   | 3                          | 0    | 0     | 3          | 3                             | 136  | 1     | 140        | 0                          | 0    | 7     | 7          | 2                             | 154  | 1     | 157        | 307        |
| 12:15 PM   | 3                          | 0    | 3     | 6          | 2                             | 151  | 4     | 157        | 1                          | 0    | 3     | 4          | 2                             | 218  | 1     | 221        | 388        |
| 12:30 PM   | 1                          | 0    | 2     | 3          | 5                             | 94   | 1     | 100        | 1                          | 0    | 5     | 6          | 2                             | 136  | 2     | 140        | 249        |
| 12:45 PM   | 2                          | 1    | 5     | 8          | 3                             | 124  | 0     | 127        | 1                          | 0    | 4     | 5          | 2                             | 186  | 1     | 189        | 329        |
| Total      | 9                          | 1    | 10    | 20         | 13                            | 505  | 6     | 524        | 3                          | 0    | 19    | 22         | 8                             | 694  | 5     | 707        | 1273       |
| 01:00 PM   | 1                          | 0    | 0     | 1          | 3                             | 118  | 2     | 123        | 0                          | 0    | 5     | 5          | 0                             | 182  | 2     | 184        | 313        |
| 01:15 PM   | 2                          | 1    | 2     | 5          | 4                             | 131  | 1     | 136        | 0                          | 0    | 4     | 4          | 2                             | 168  | 2     | 172        | 317        |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 3                             | 133  | 2     | 138        | 1                          | 0    | 9     | 10         | 2                             | 172  | 1     | 175        | 323        |
| 01:45 PM   | 0                          | 0    | 1     | 1          | 8                             | 120  | 4     | 132        | 0                          | 0    | 7     | 7          | 1                             | 166  | 5     | 172        | 312        |
| Total      | 3                          | 1    | 3     | 7          | 18                            | 502  | 9     | 529        | 1                          | 0    | 25    | 26         | 5                             | 688  | 10    | 703        | 1265       |
| 02:00 PM   | 3                          | 0    | 1     | 4          | 4                             | 122  | 1     | 127        | 0                          | 0    | 5     | 5          | 1                             | 165  | 3     | 169        | 305        |
| 02:15 PM   | 2                          | 0    | 2     | 4          | 4                             | 141  | 3     | 148        | 1                          | 0    | 6     | 7          | 1                             | 220  | 3     | 224        | 383        |
| 02:30 PM   | 1                          | 0    | 4     | 5          | 3                             | 154  | 3     | 160        | 0                          | 0    | 5     | 5          | 0                             | 166  | 2     | 168        | 338        |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 116  | 0     | 117        | 2                          | 0    | 9     | 11         | 0                             | 202  | 4     | 206        | 334        |
| Total      | 6                          | 0    | 7     | 13         | 12                            | 533  | 7     | 552        | 3                          | 0    | 25    | 28         | 2                             | 753  | 12    | 767        | 1360       |
| 03:00 PM   | 1                          | 0    | 1     | 2          | 1                             | 178  | 1     | 180        | 1                          | 1    | 3     | 5          | 1                             | 201  | 1     | 203        | 390        |
| 03:15 PM   | 3                          | 0    | 0     | 3          | 3                             | 165  | 3     | 171        | 1                          | 0    | 7     | 8          | 1                             | 198  | 2     | 201        | 383        |
| 03:30 PM   | 1                          | 1    | 2     | 4          | 2                             | 179  | 1     | 182        | 4                          | 0    | 3     | 7          | 2                             | 206  | 0     | 208        | 401        |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 2                             | 148  | 2     | 152        | 0                          | 0    | 4     | 4          | 2                             | 202  | 1     | 205        | 361        |
| Total      | 5                          | 1    | 3     | 9          | 8                             | 670  | 7     | 685        | 6                          | 1    | 17    | 24         | 6                             | 807  | 4     | 817        | 1535       |
| 04:00 PM   | 2                          | 0    | 0     | 2          | 2                             | 163  | 2     | 167        | 1                          | 0    | 3     | 4          | 2                             | 203  | 1     | 206        | 379        |
| 04:15 PM   | 0                          | 1    | 5     | 6          | 5                             | 183  | 4     | 192        | 1                          | 0    | 3     | 4          | 2                             | 177  | 1     | 180        | 382        |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 4                             | 183  | 0     | 187        | 2                          | 0    | 8     | 10         | 0                             | 208  | 2     | 210        | 407        |
| 04:45 PM   | 0                          | 0    | 3     | 3          | 7                             | 168  | 1     | 176        | 0                          | 0    | 3     | 3          | 1                             | 205  | 1     | 207        | 389        |
| Total      | 2                          | 1    | 8     | 11         | 18                            | 697  | 7     | 722        | 4                          | 0    | 17    | 21         | 5                             | 793  | 5     | 803        | 1557       |

Culver City  
N/S: Globe Avenue  
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File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

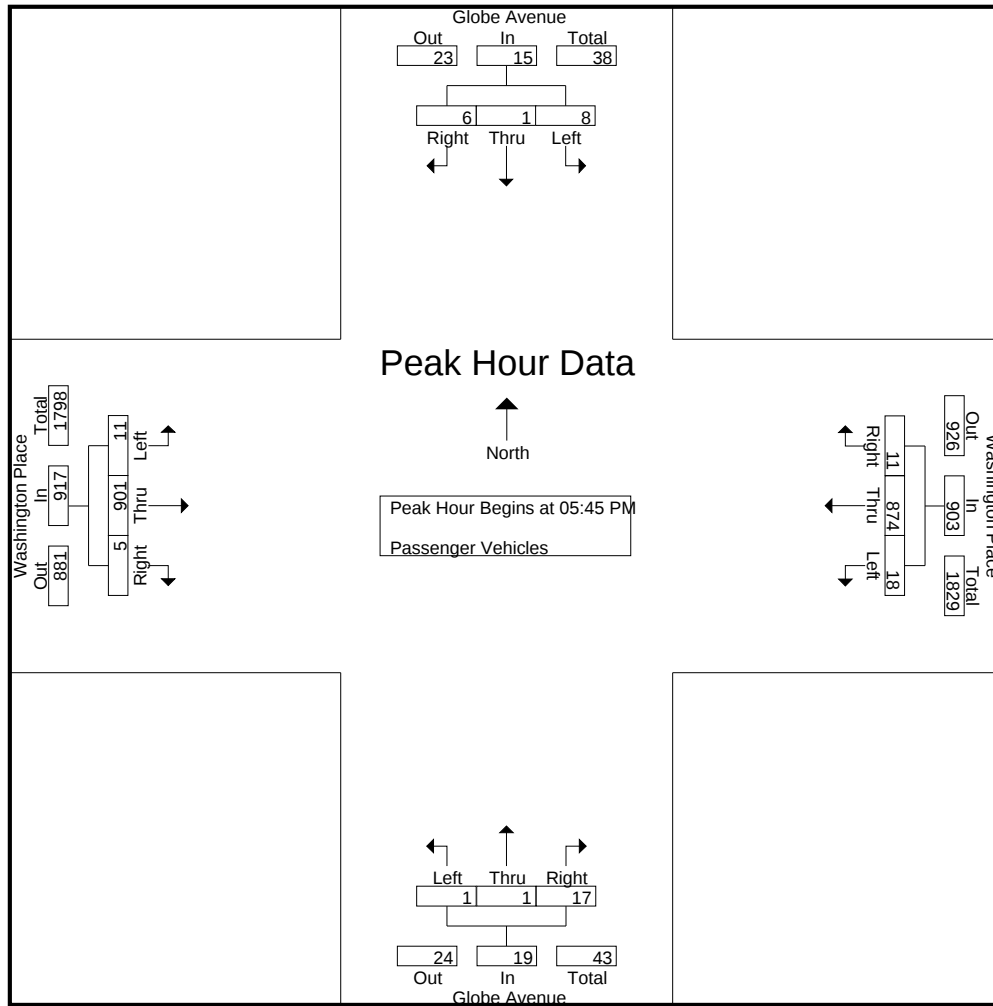
Groups Printed- Passenger Vehicles

|             | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |
| 05:00 PM    | 2                       | 0    | 1     | 3          | 2                          | 206  | 0     | 208        | 2                       | 0    | 3     | 5          | 0                          | 213  | 3     | 216        | 432        |
| 05:15 PM    | 0                       | 0    | 0     | 0          | 4                          | 195  | 5     | 204        | 0                       | 0    | 3     | 3          | 1                          | 215  | 2     | 218        | 425        |
| 05:30 PM    | 4                       | 0    | 1     | 5          | 6                          | 201  | 2     | 209        | 1                       | 0    | 3     | 4          | 0                          | 214  | 3     | 217        | 435        |
| 05:45 PM    | 2                       | 0    | 1     | 3          | 5                          | 229  | 2     | 236        | 0                       | 0    | 4     | 4          | 2                          | 200  | 1     | 203        | 446        |
| Total       | 8                       | 0    | 3     | 11         | 17                         | 831  | 9     | 857        | 3                       | 0    | 13    | 16         | 3                          | 842  | 9     | 854        | 1738       |
| 06:00 PM    | 3                       | 1    | 0     | 4          | 6                          | 217  | 2     | 225        | 0                       | 1    | 6     | 7          | 4                          | 228  | 0     | 232        | 468        |
| 06:15 PM    | 1                       | 0    | 2     | 3          | 4                          | 216  | 4     | 224        | 1                       | 0    | 2     | 3          | 4                          | 230  | 3     | 237        | 467        |
| 06:30 PM    | 2                       | 0    | 3     | 5          | 3                          | 212  | 3     | 218        | 0                       | 0    | 5     | 5          | 1                          | 243  | 1     | 245        | 473        |
| 06:45 PM    | 0                       | 1    | 2     | 3          | 2                          | 192  | 2     | 196        | 1                       | 0    | 4     | 5          | 2                          | 191  | 4     | 197        | 401        |
| Total       | 6                       | 2    | 7     | 15         | 15                         | 837  | 11    | 863        | 2                       | 1    | 17    | 20         | 11                         | 892  | 8     | 911        | 1809       |
| Grand Total | 73                      | 7    | 62    | 142        | 149                        | 7224 | 84    | 7457       | 39                      | 7    | 241   | 287        | 55                         | 9185 | 88    | 9328       | 17214      |
| Apprch %    | 51.4                    | 4.9  | 43.7  |            | 2                          | 96.9 | 1.1   |            | 13.6                    | 2.4  | 84    |            | 0.6                        | 98.5 | 0.9   |            |            |
| Total %     | 0.4                     | 0    | 0.4   | 0.8        | 0.9                        | 42   | 0.5   | 43.3       | 0.2                     | 0    | 1.4   | 1.7        | 0.3                        | 53.4 | 0.5   | 54.2       |            |

|                                                            | Globe Avenue Southbound |          |          |            | Washington Place Westbound |            |          |            | Globe Avenue Northbound |          |          |            | Washington Place 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 05:45 PM to 06:30 PM - Peak 1 of 1 |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| Peak Hour for Entire Intersection Begins at 05:45 PM       |                         |          |          |            |                            |            |          |            |                         |          |          |            |                            |            |          |            |            |
| 05:45 PM                                                   | 2                       | 0        | 1        | 3          | 5                          | <b>229</b> | 2        | <b>236</b> | 0                       | 0        | 4        | 4          | 2                          | 200        | 1        | 203        | 446        |
| 06:00 PM                                                   | <b>3</b>                | <b>1</b> | 0        | 4          | <b>6</b>                   | 217        | 2        | 225        | 0                       | <b>1</b> | <b>6</b> | <b>7</b>   | <b>4</b>                   | 228        | 0        | 232        | 468        |
| 06:15 PM                                                   | 1                       | 0        | 2        | 3          | 4                          | 216        | <b>4</b> | 224        | <b>1</b>                | 0        | 2        | 3          | 4                          | 230        | <b>3</b> | 237        | 467        |
| 06:30 PM                                                   | 2                       | 0        | <b>3</b> | <b>5</b>   | 3                          | 212        | 3        | 218        | 0                       | 0        | 5        | 5          | <b>1</b>                   | <b>243</b> | <b>1</b> | <b>245</b> | <b>473</b> |
| Total Volume                                               | 8                       | 1        | 6        | 15         | 18                         | 874        | 11       | 903        | 1                       | 1        | 17       | 19         | 11                         | 901        | 5        | 917        | 1854       |
| % App. Total                                               | 53.3                    | 6.7      | 40       |            | 2                          | 96.8       | 1.2      |            | 5.3                     | 5.3      | 89.5     |            | 1.2                        | 98.3       | 0.5      |            |            |
| PHF                                                        | .667                    | .250     | .500     | .750       | .750                       | .954       | .688     | .957       | .250                    | .250     | .708     | .679       | .688                       | .927       | .417     | .936       | .980       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



Peak Hour Analysis From 05:45 PM to 06:30 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

|              | 05:45 PM |          |          |          | 05:45 PM |            |          |            | 05:45 PM |          |          |          | 05:45 PM |            |          |            |
|--------------|----------|----------|----------|----------|----------|------------|----------|------------|----------|----------|----------|----------|----------|------------|----------|------------|
| +0 mins.     | 2        | 0        | 1        | 3        | 5        | <b>229</b> | 2        | <b>236</b> | 0        | 0        | 4        | 4        | 2        | 200        | 1        | 203        |
| +15 mins.    | <b>3</b> | <b>1</b> | 0        | 4        | <b>6</b> | 217        | 2        | 225        | 0        | <b>1</b> | <b>6</b> | <b>7</b> | <b>4</b> | 228        | 0        | 232        |
| +30 mins.    | 1        | 0        | 2        | 3        | 4        | 216        | <b>4</b> | 224        | <b>1</b> | 0        | 2        | 3        | 4        | 230        | <b>3</b> | 237        |
| +45 mins.    | 2        | 0        | <b>3</b> | <b>5</b> | 3        | 212        | 3        | 218        | 0        | 0        | 5        | 5        | 1        | <b>243</b> | 1        | <b>245</b> |
| Total Volume | 8        | 1        | 6        | 15       | 18       | 874        | 11       | 903        | 1        | 1        | 17       | 19       | 11       | 901        | 5        | 917        |
| % App. Total | 53.3     | 6.7      | 40       |          | 2        | 96.8       | 1.2      |            | 5.3      | 5.3      | 89.5     |          | 1.2      | 98.3       | 0.5      |            |
| PHF          | .667     | .250     | .500     | .750     | .750     | .954       | .688     | .957       | .250     | .250     | .708     | .679     | .688     | .927       | .417     | .936       |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Dual Wheeled

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 3          |
| 07:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 07:45 AM   | 1                          | 0    | 0     | 1          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 5          |
| Total      | 1                          | 0    | 0     | 1          | 0                             | 6    | 0     | 6          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 12         |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 08:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 08:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 1     | 2          | 4          |
| 08:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 5          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 0                          | 0    | 0     | 0          | 0                             | 4    | 1     | 5          | 15         |
| 09:00 AM   | 0                          | 0    | 0     | 0          | 1                             | 2    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 09:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 09:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 09:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 7          |
| Total      | 0                          | 0    | 0     | 0          | 1                             | 10   | 0     | 11         | 0                          | 0    | 0     | 0          | 0                             | 7    | 0     | 7          | 18         |
| 10:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 10:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 7          |
| 10:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 1     | 1          | 0                             | 2    | 0     | 2          | 4          |
| 10:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 6          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 0                          | 0    | 1     | 1          | 0                             | 9    | 0     | 9          | 18         |
| 11:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 11:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 11:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 11         |
| 12:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 1     | 1          | 0                             | 2    | 0     | 2          | 5          |
| 12:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 1     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 12:30 PM   | 0                          | 0    | 1     | 1          | 0                             | 0    | 0     | 0          | 1                          | 0    | 0     | 1          | 0                             | 2    | 0     | 2          | 4          |
| 12:45 PM   | 0                          | 0    | 0     | 0          | 1                             | 3    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 6          |
| Total      | 0                          | 0    | 1     | 1          | 1                             | 7    | 1     | 9          | 1                          | 0    | 1     | 2          | 0                             | 7    | 0     | 7          | 19         |
| 01:00 PM   | 0                          | 0    | 0     | 0          | 1                             | 3    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 01:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 7          |
| 01:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| Total      | 0                          | 0    | 0     | 0          | 1                             | 10   | 0     | 11         | 0                          | 0    | 0     | 0          | 0                             | 6    | 0     | 6          | 17         |
| 02:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 6          |
| 02:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| 02:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 0    | 1     | 1          | 5          |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 6          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 10   | 0     | 10         | 0                          | 0    | 0     | 0          | 0                             | 8    | 1     | 9          | 19         |
| 03:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 03:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 1     | 1          | 0                             | 6    | 0     | 6          | 7          |
| 03:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 4          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 5    | 0     | 5          | 0                          | 0    | 1     | 1          | 0                             | 11   | 0     | 11         | 17         |
| 04:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 5          |
| 04:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 3          |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 5          |
| 04:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 6    | 0     | 6          | 0                          | 0    | 0     | 0          | 0                             | 8    | 0     | 8          | 14         |

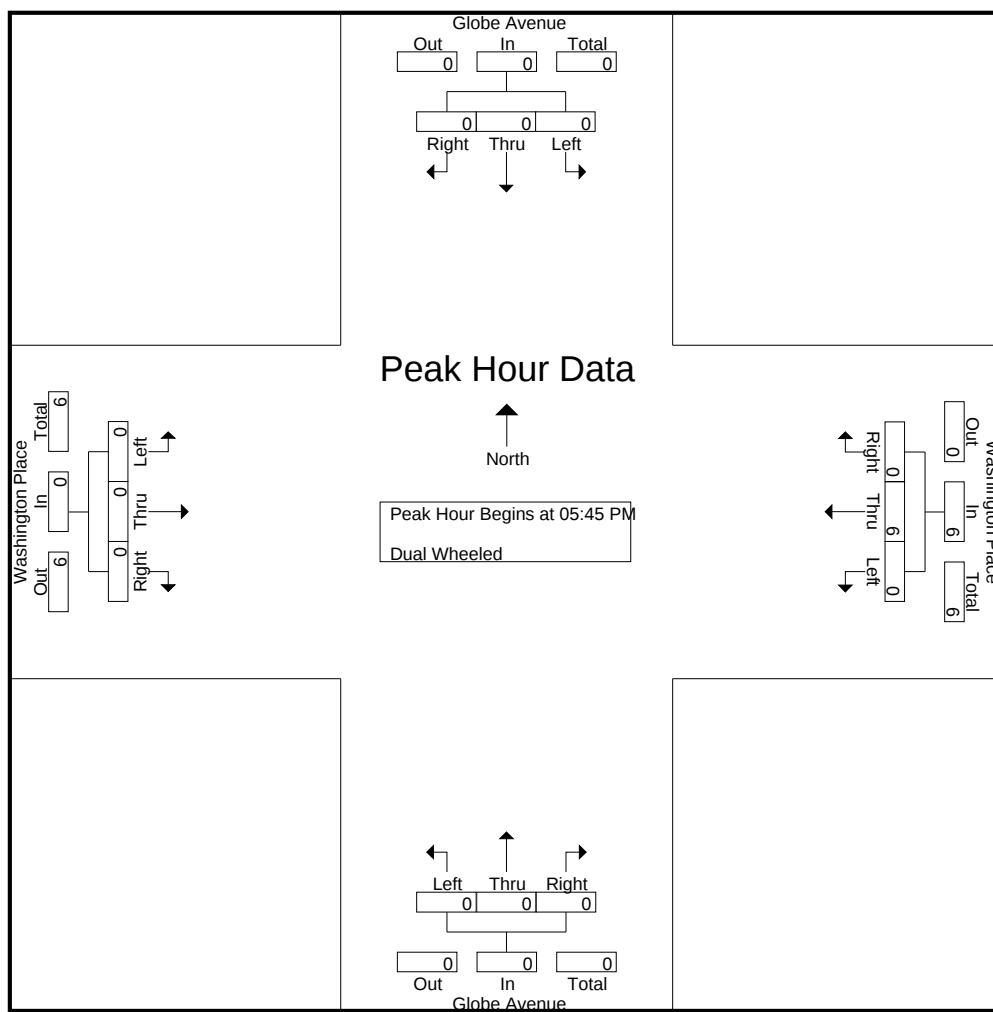
File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

| Groups: Limited Dual-Wheeled |                         |      |       |            |                            |      |       |            |                         |      |       |            |                            |      |       |            |            |     |  |
|------------------------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|-----|--|
|                              | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |     |  |
| 05:00 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 2     | 0          | 2          | 2   |  |
| 05:15 PM                     | 0                       | 0    | 0     | 0          | 0                          | 1    | 1     | 2          | 0                       | 0    | 0     | 0          | 0                          | 0    | 1     | 0          | 1          | 3   |  |
| 05:30 PM                     | 0                       | 0    | 0     | 0          | 0                          | 4    | 0     | 4          | 0                       | 0    | 0     | 0          | 0                          | 4    | 0     | 0          | 4          | 8   |  |
| 05:45 PM                     | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          | 1   |  |
| Total                        | 0                       | 0    | 0     | 0          | 0                          | 6    | 1     | 7          | 0                       | 0    | 0     | 0          | 0                          | 7    | 0     | 0          | 7          | 14  |  |
| 06:00 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          | 0   |  |
| 06:15 PM                     | 0                       | 0    | 0     | 0          | 0                          | 3    | 0     | 3          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          | 3   |  |
| 06:30 PM                     | 0                       | 0    | 0     | 0          | 0                          | 2    | 0     | 2          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          | 2   |  |
| 06:45 PM                     | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 1     | 0          | 1          | 1   |  |
| Total                        | 0                       | 0    | 0     | 0          | 0                          | 5    | 0     | 5          | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 0          | 1          | 6   |  |
| Grand Total                  | 1                       | 0    | 1     | 2          | 3                          | 91   | 2     | 96         | 1                       | 0    | 3     | 4          | 0                          | 76   | 2     | 78         |            | 180 |  |
| Apprch %                     | 50                      | 0    | 50    |            | 3.1                        | 94.8 | 2.1   |            | 25                      | 0    | 75    |            | 0                          | 97.4 | 2.6   |            |            |     |  |
| Total %                      | 0.6                     | 0    | 0.6   | 1.1        | 1.7                        | 50.6 | 1.1   | 53.3       | 0.6                     | 0    | 1.7   | 2.2        | 0                          | 42.2 | 1.1   | 43.3       |            |     |  |

[illegible]

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3



| Each Approach Begins at: |          |      |      |      |          |      |      |      |          |      |      |      |          |      |      |      |
|--------------------------|----------|------|------|------|----------|------|------|------|----------|------|------|------|----------|------|------|------|
|                          | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |      | 05:45 PM |      |      |      |
| +0 mins.                 | 0        | 0    | 0    | 0    | 0        | 1    | 0    | 1    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +15 mins.                | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +30 mins.                | 0        | 0    | 0    | 0    | 0        | 3    | 0    | 3    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| +45 mins.                | 0        | 0    | 0    | 0    | 0        | 2    | 0    | 2    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| Total Volume             | 0        | 0    | 0    | 0    | 0        | 6    | 0    | 6    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| % App. Total             | 0        | 0    | 0    | 0    | 0        | 100  | 0    | 0    | 0        | 0    | 0    | 0    | 0        | 0    | 0    | 0    |
| PHF                      | .000     | .000 | .000 | .000 | .000     | .500 | .000 | .500 | .000     | .000 | .000 | .000 | .000     | .000 | .000 | .000 |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 1

Groups Printed- Buses

|            | Globe Avenue<br>Southbound |      |       |            | Washington Place<br>Westbound |      |       |            | Globe Avenue<br>Northbound |      |       |            | Washington Place<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          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 07:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 07:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 3          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 5          |
| 08:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 08:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 08:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 3          |
| 08:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 5          |
| 09:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 09:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 09:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 4    | 0     | 4          | 4          |
| 09:45 AM   | 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                             | 5    | 0     | 5          | 5          |
| 10:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 10:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 10:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 10:45 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |
| 11:00 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:15 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:30 AM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 11:45 AM   | 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          |
| 12:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 12:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 12:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 12:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 01:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 01:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 01:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 01:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 02:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 02:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 02:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 02:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 2          |
| 03:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 03:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 2    | 0     | 2          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 2          |
| 03:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 03:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 3    | 0     | 3          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 4          |
| 04:00 PM   | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 1          |
| 04:15 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| 04:30 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 1          |
| 04:45 PM   | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                             | 0    | 0     | 0          | 0          |
| Total      | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 0                          | 0    | 0     | 0          | 0                             | 1    | 0     | 1          | 2          |

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

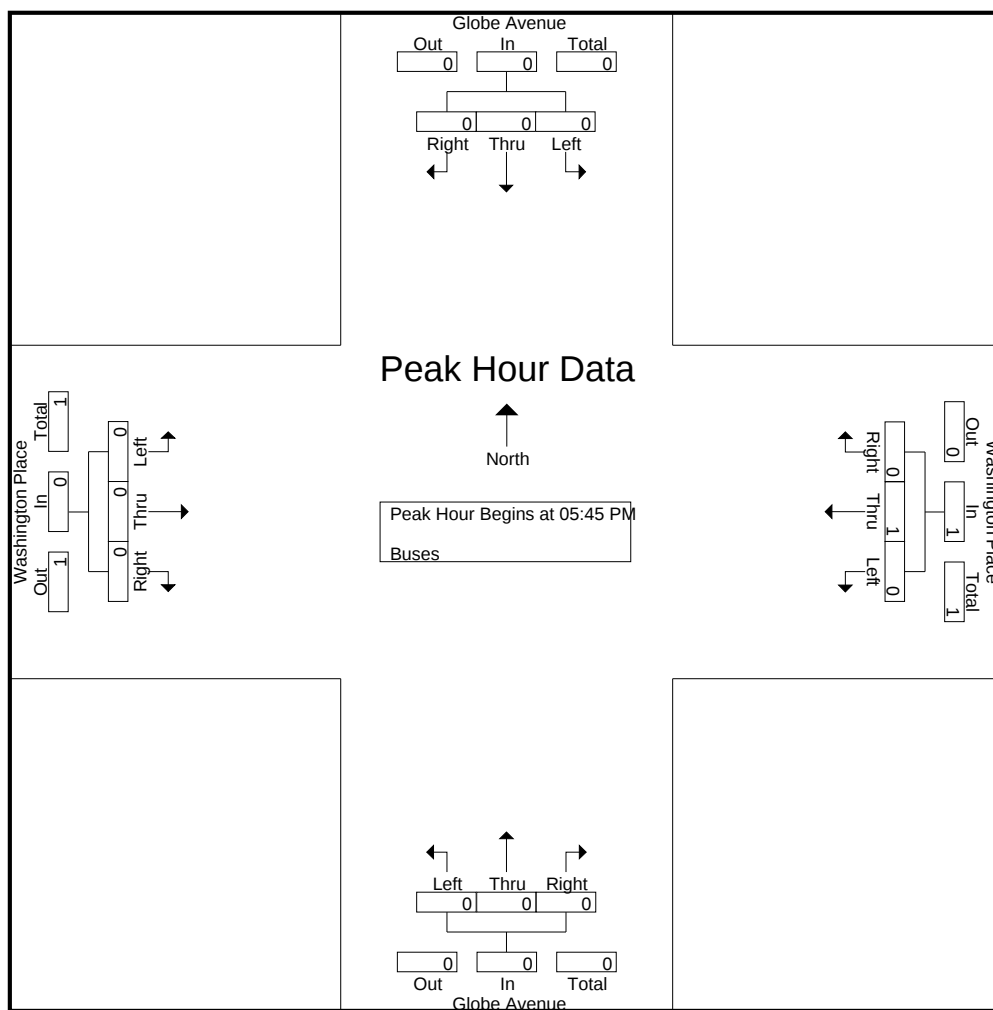
File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 2

|             | Globe Avenue Southbound |      |       |            | Washington Place Westbound |      |       |            | Globe Avenue Northbound |      |       |            | Washington Place 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 |
| 05:00 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 05:15 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 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                          | 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          |
| 06:00 PM    | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 1          |
| 06:15 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 06:30 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| 06:45 PM    | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 0          |
| Total       | 0                       | 0    | 0     | 0          | 0                          | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 0                          | 0    | 0     | 0          | 1          |
| Grand Total | 0                       | 0    | 0     | 0          | 0                          | 13   | 0     | 13         | 0                       | 0    | 0     | 0          | 0                          | 16   | 0     | 16         | 29         |
| Apprch %    | 0                       | 0    | 0     |            | 0                          | 100  | 0     |            | 0                       | 0    | 0     |            | 0                          | 100  | 0     |            |            |
| Total %     | 0                       | 0    | 0     | 0          | 0                          | 44.8 | 0     | 44.8       | 0                       | 0    | 0     | 0          | 0                          | 55.2 | 0     | 55.2       |            |

[illegible]

Culver City  
N/S: Globe Avenue  
E/W: Washington Place  
Weather: Clear

File Name : CVCGLWA12 hr  
Site Code : 16616593  
Start Date : 11/3/2016  
Page No : 3

[illegible]

### **Globe Avenue & Washington Place Accident Data**

**City of Culver City**  
**PW/Engineering -- Traffic Engineering Section**

**From 01/01/2001 to 04/01/2015**

**Total Collisions: 1**

**Injury Collisions: 0**

**Fatal Collisions: 0**

**Collision Summary Report**

**11/17/16**

**WASHINGTON PL & GLOBE AVE**

**Page 1 of 1**

|                        |                |       |                              |                           |  |            |                      |                      |          |               |  |
|------------------------|----------------|-------|------------------------------|---------------------------|--|------------|----------------------|----------------------|----------|---------------|--|
| 2579182                | 03/25/2006     | 20:30 | Saturday                     | WASHINGTON PL & GLOBE AVE |  | 0'         | Direction: Not State | Dark - No Street Li  | Clear    | Pty at Fault: |  |
|                        | Sideswipe      |       | Parked Motor Vehicle         | Other                     |  |            | Hit & Run: Misde     | Property Damage Only | # Inj: 0 | # Killed: 0   |  |
| Party 1                | Driver         |       | East                         | Proceeding Straight       |  | Not State  | Age:                 |                      |          |               |  |
| Veh Type: Pickup Truck |                |       | Sobriety: Impairment Not Kno | Assoc Factor: Not Stated  |  | Unknown    |                      | Not Stated           |          |               |  |
| Party 2                | Parked Vehicle |       | East                         | Parked                    |  | Not State  | Age:                 |                      |          |               |  |
| Veh Type: Pickup Truck |                |       | Sobriety: Not Applicable     | Assoc Factor: Not Stated  |  | Not Stated |                      | Not Stated           |          |               |  |

**Settings for Query:**

**Street: WASHINGTON PL**

**Cross Street: GLOBE AVE**

**Intersection Related: True**

**Sorted By: Date and Time**