

DRAFT

Attachment No. 6

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

Prepared for:

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EXECUTIVE SUMMARY

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

For purposes of a conservative traffic analysis, a Project completion year of 2020 has been assumed. Upon completion, it is estimated that the Project would generate approximately 691 new trips per day at area intersections, including 65 AM and 51 PM peak-hour trips.

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

The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with applicable bicycle parking requirements by providing sufficient bicycle stalls.

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

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

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

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INTRODUCTION

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

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

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

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



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FIN WASHINGTON (9735) MIXED USE CC SITE VICINITY

PROJECT SITE VICINITY MAP AND STUDY INTERSECTIONS LOCATION MAP



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

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

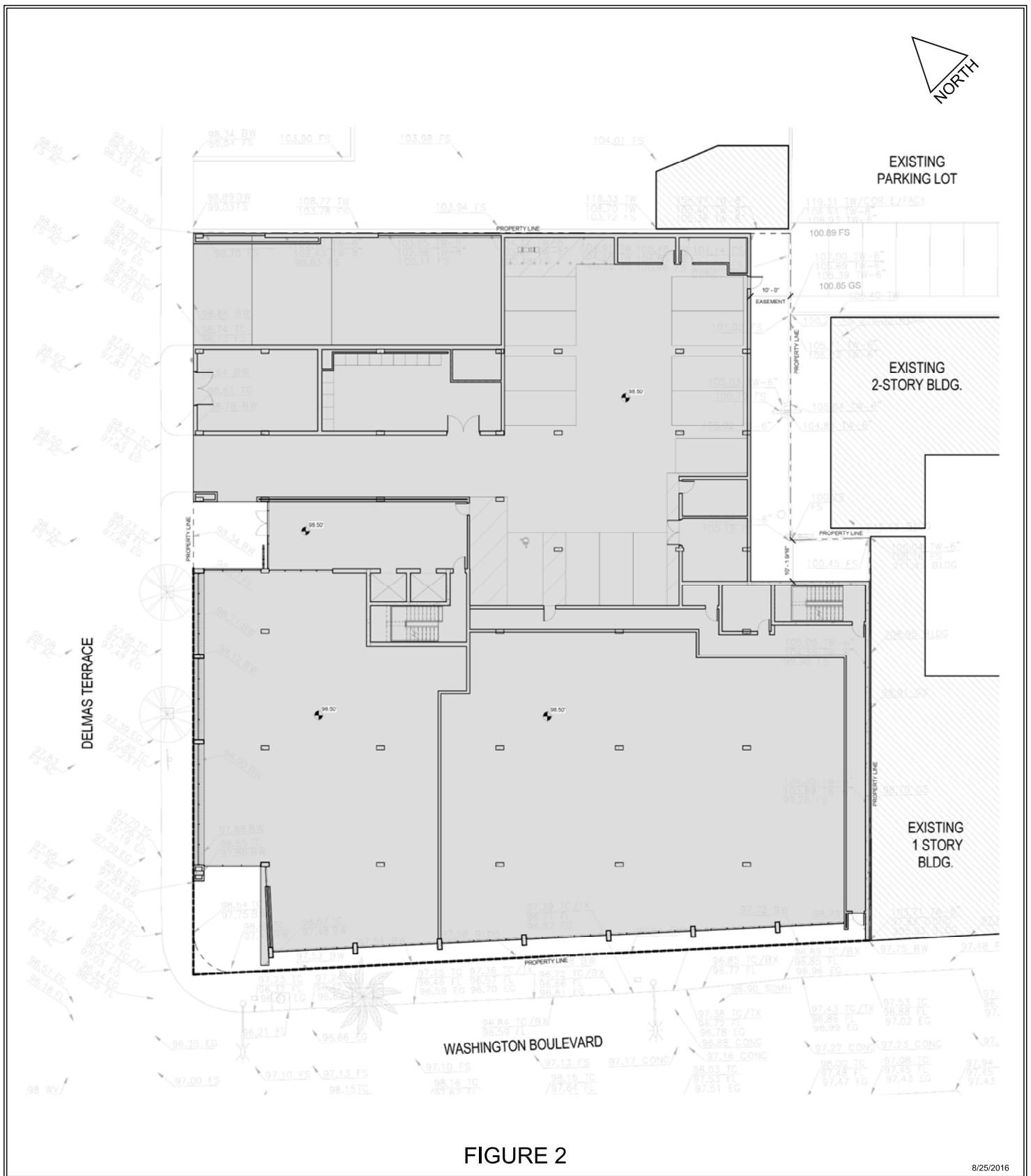
PROJECT DESCRIPTION

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

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

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

The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with applicable bicycle parking requirements by providing sufficient bicycle stalls.



8/25/2016

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

CONCEPTUAL PROJECT SITE PLAN



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ENVIRONMENTAL SETTING

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

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

The Project Site and surrounding uses are well served by Primary Arteries and Secondary Arteries, including Venice Boulevard, Washington Boulevard, Culver Boulevard, Hughes Avenue and Duquesne Avenue. In addition, the Project is proximate to the Santa Monica Freeway (I-10), the San Diego Freeway (I-405) and the Marina Freeway (SR-90), which are located one mile north, one and a half miles west and three miles south, respectively. These transportation facilities and other local roadways are described in more detail below.

Freeways

The Santa Monica Freeway (I-10) is a major east-west Interstate Highway. This Interstate runs in the State of California east from Santa Monica through Los Angeles and San Bernardino to the border with Arizona. Near the Project Site, the Santa Monica Freeway connects Downtown Los Angeles to Mid City, Culver City, West Los Angeles and Santa Monica. In the Project vicinity, this freeway typically provides five travel lanes in each direction. Interchanges with surface street ramp access are provided at Overland Avenue, National Boulevard and Robertson Boulevard.

According to the most current (2014) data available through the Caltrans Website, traffic volumes on the Santa Monica Freeway near the Project (between National Boulevard and Robertson Boulevard), are approximately 261,000 vehicles per day (VPD), with peak-hour volumes of approximately 17,200 vehicles per hour (VPH).

The San Diego Freeway (I-405) is a major north-south Interstate Highway. The San Diego Freeway branches off from the Golden State Freeway (I-5) in San Fernando and passes through the San Fernando Valley, West Los Angeles, South Central Los Angeles and Orange County before rejoining the Golden State Freeway in Irvine. The San Diego Freeway is the primary north-south route between the San Fernando Valley and Long Beach. In the Project vicinity, this freeway typically provides five general purpose travel lanes and one high-occupancy vehicle lane in each direction. Interchanges with surface street ramp access are provided at Venice Boulevard and Washington Boulevard/Culver Boulevard.

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

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

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

Streets and Highways

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

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

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

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

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

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

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

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

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

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

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

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

Existing (2016) Traffic Volumes

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in May of 2016 when most schools were in session. The traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods.

Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Weekday peak-hour volumes at the study intersections used in the analysis are detailed on the pages that follow and are illustrated in Figures 3(a) and 3(b). The manual intersection traffic count data sheets are provided in Appendix B.

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

Public Transit

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

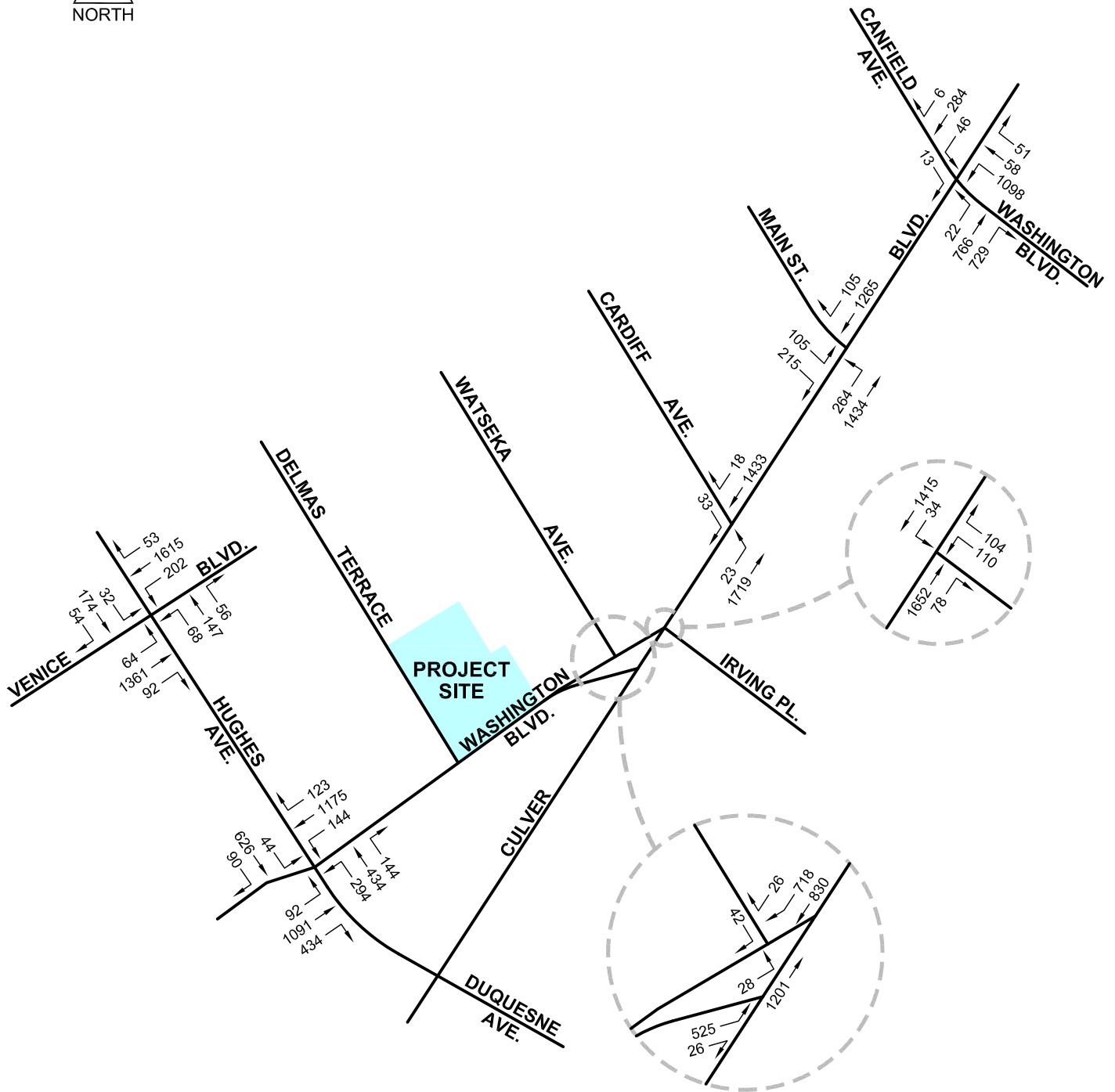


FIGURE 3(a)

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Washington(9735)MixedUseCCIAM2016

EXISTING (2016) TRAFFIC VOLUMES
AM PEAK HOUR



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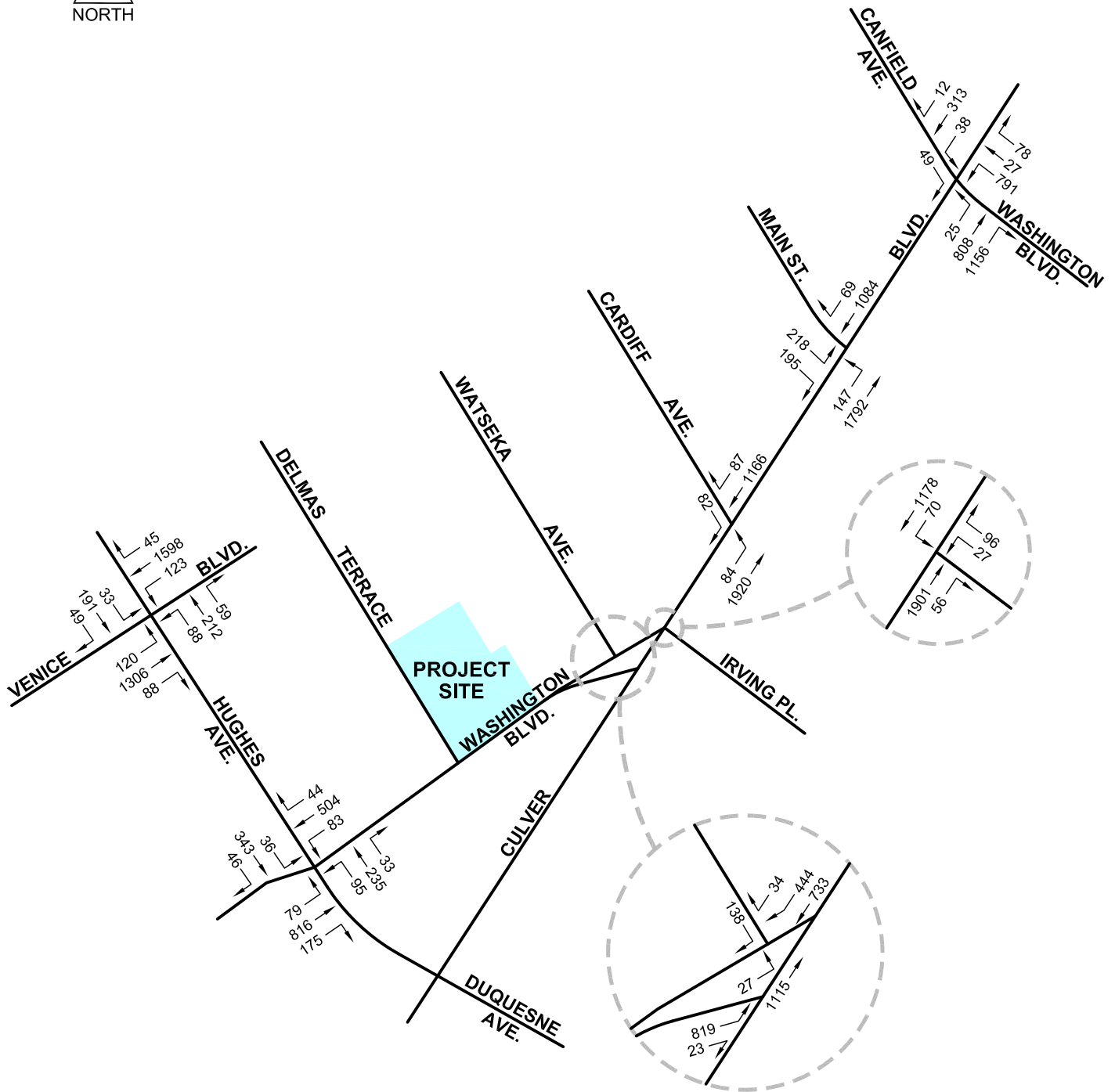


FIGURE 3(b)

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Washington(9735)MixedUseCC/PM2016

EXISTING (2016) TRAFFIC VOLUMES
PM PEAK HOUR



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FIGURE 4

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FN: Washington(9735)TransMap

TRANSIT SERVICE MAP



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Culver City Bus

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

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

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

Metro Bus

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

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

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

LADOT

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

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

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

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

Analysis of Existing (2016) Traffic Conditions

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

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

The traffic analysis was performed through the use of established traffic engineering techniques. The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board.¹ In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the

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

Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

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

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service
Maximum Sum of Critical Volumes (VPH)

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

Note:

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

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

equates to the maximum value of Level of Service E, as indicated in Table 1. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table 2.

Table 2
Level of Service
As a Function of CMA Values

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

* Source: LADOT Traffic Study Policies and Procedures, August 2014.

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

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

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

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

PROJECT TRAFFIC

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

Trip Generation

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

For this analysis, the ITE Trip Generation rates provided in Appendix D were used to determine the daily, AM and PM peak-hour trips generated by the proposed site uses. The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular Project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

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

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

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

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

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

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

Table 4
Project Trip Adjustment Factors

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

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

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

Table 5
Project Trip Generation

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

Trip Distribution

Estimation of the directional distribution of Project trips was the next step in the analytical process. This trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, residential centers from which employees would likely be housed, and areas from which patrons of the retail and restaurant uses would likely be attracted. Based on these factors, the overall Project distributions were determined, and are summarized in Table 6.

Table 6
Directional Trip Distribution

Direction	Project
North	20%
South	20%
East	40%
West	20%
Total	100%

Trip Assignment

The directional distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the Project. These Project trip assignment percentages are presented in Figure 5 for the Project. These percentages were reviewed and approved by the City of Culver City.

Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table 5 for each of the proposed uses, net Project traffic

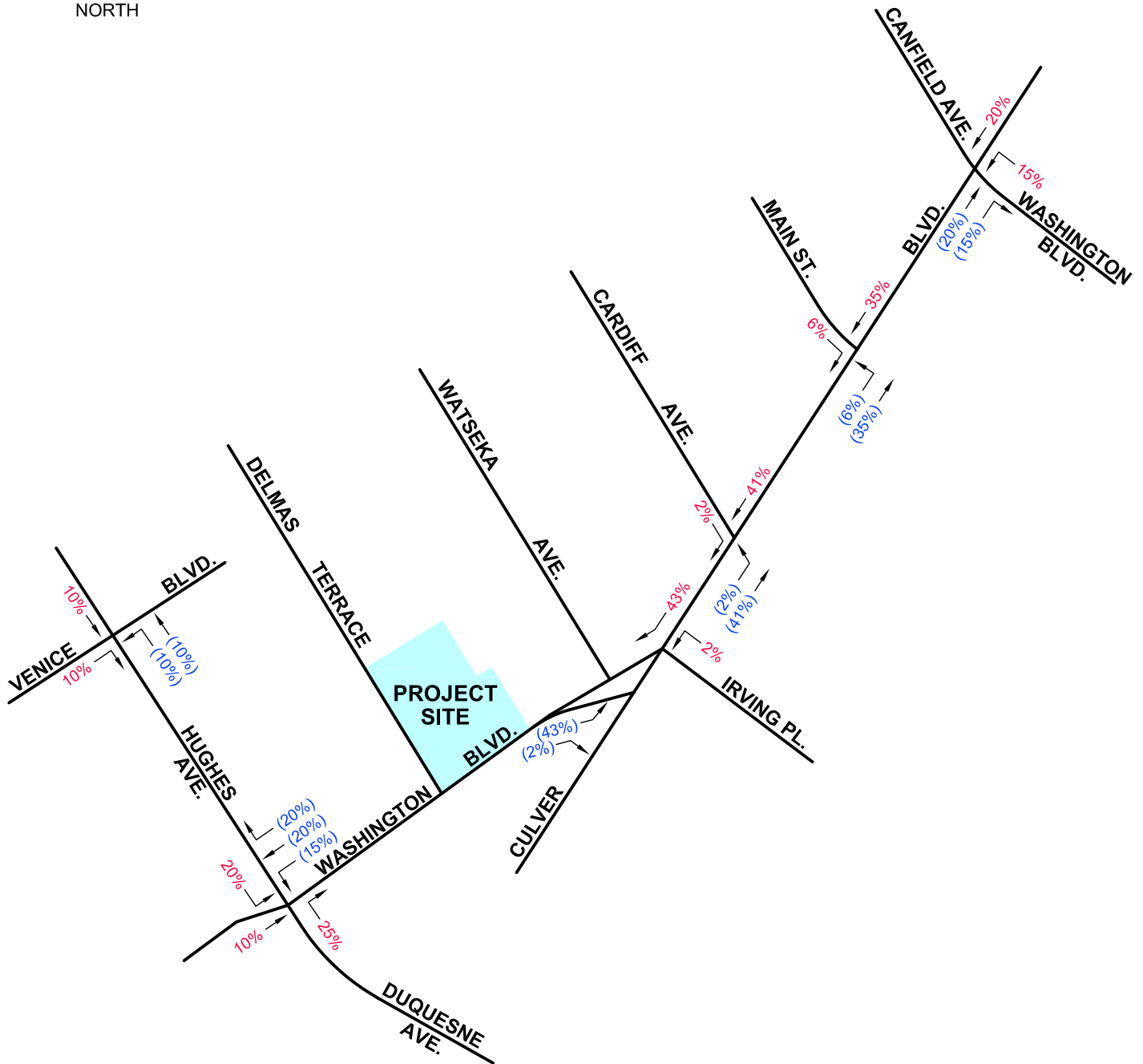
volumes at the seven study intersections were determined for the AM and PM peak hours, as shown in Figures 6(a) and 6(b), respectively.

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

Project Parking and Vehicular Access

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

The proposed parking supply is expected to meet the requirements of the City of Culver City Municipal Code. In addition, the Project would comply with applicable bicycle parking requirements by providing sufficient bicycle stalls.



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

FIGURE 5

8/18/2016

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

PROJECT ASSIGNMENT PERCENTAGES



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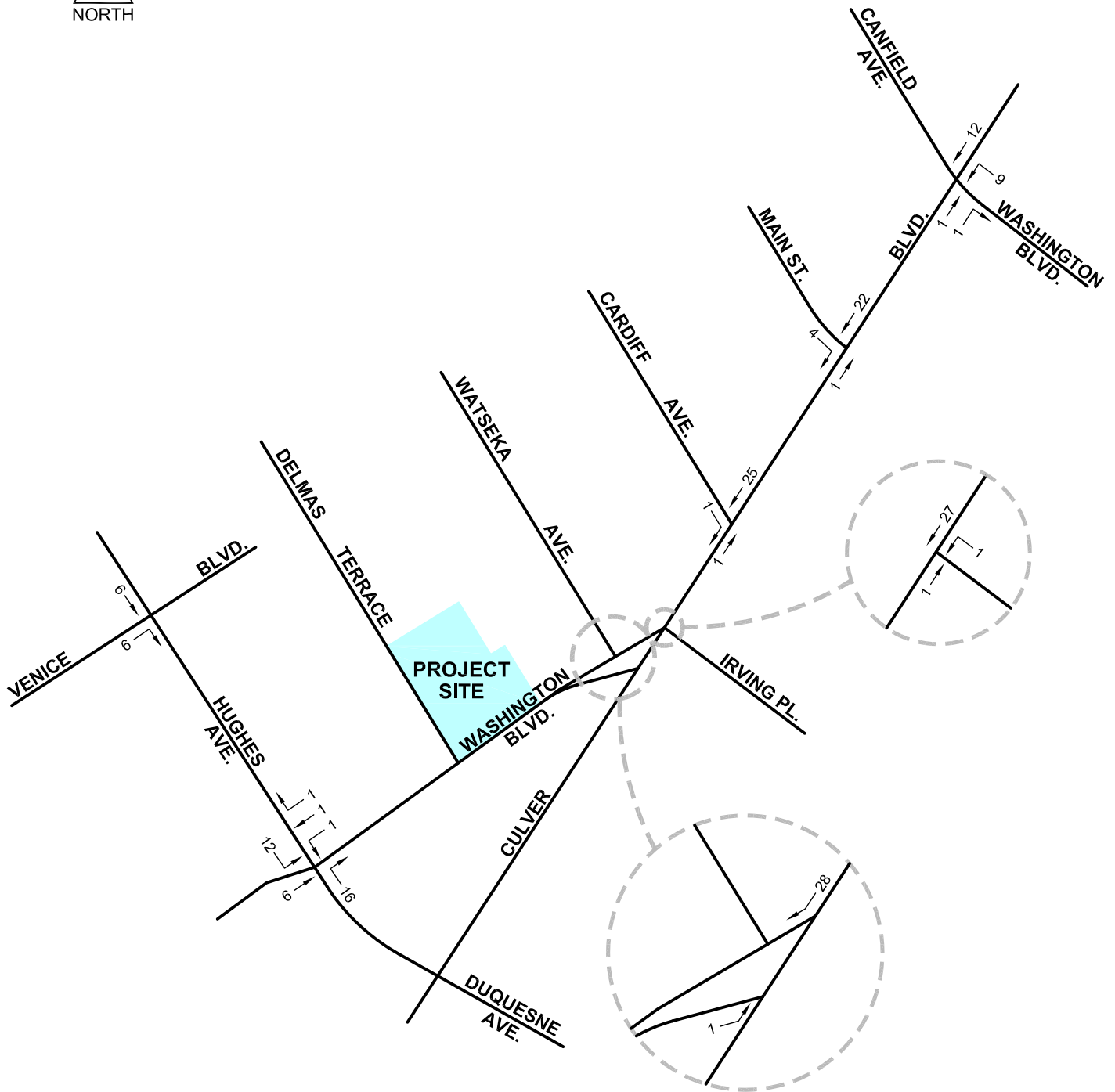


FIGURE 6(a)

12/16/2016

Washington(9735)MixedUseCC\AMNETPRJ

NET PROJECT TRAFFIC VOLUMES AM PEAK HOUR



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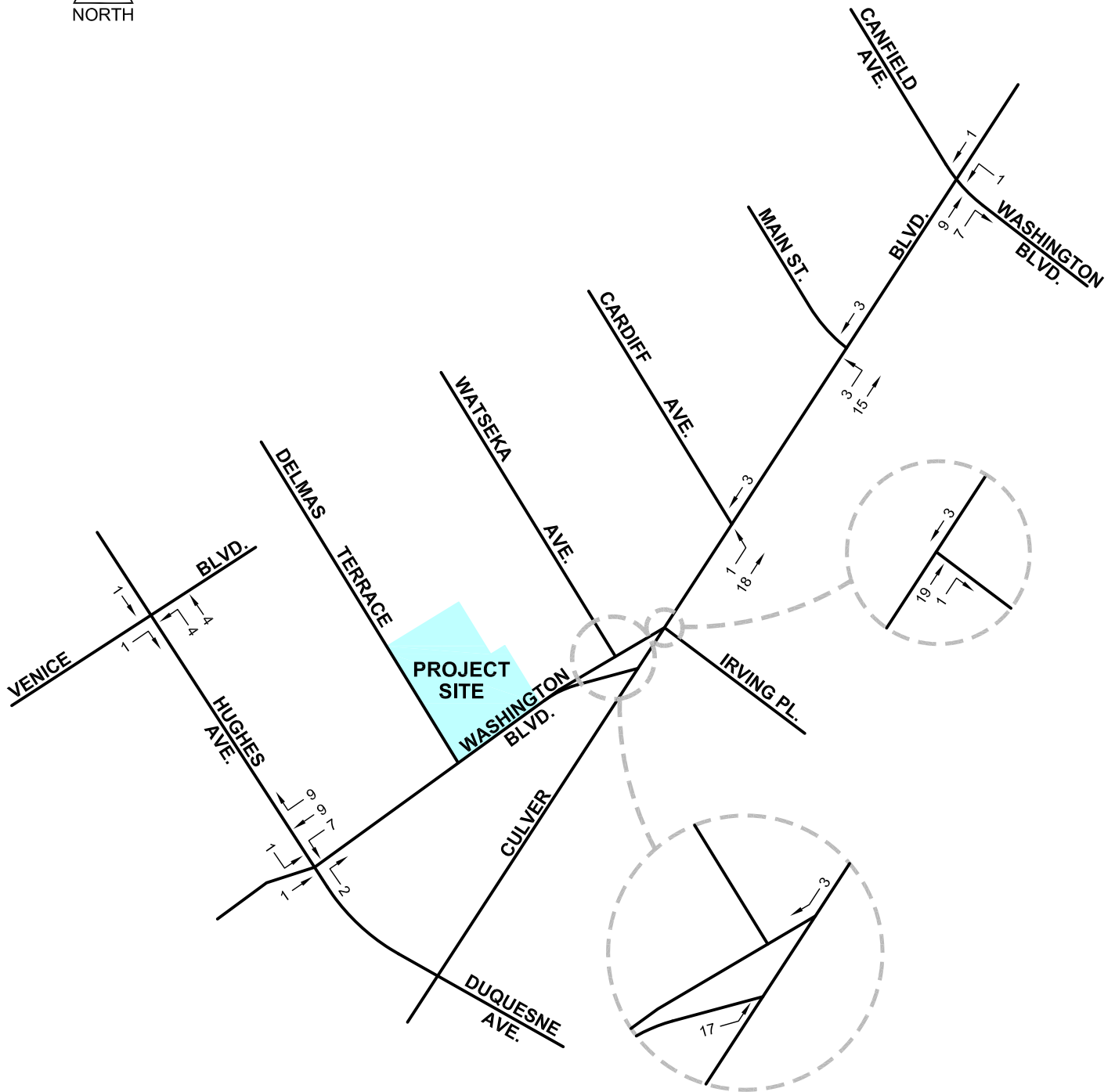


FIGURE 6(b)

12/16/2016

Washington(9735)MixedUseCC/PMNETPRJ

NET PROJECT TRAFFIC VOLUMES
PM PEAK HOUR



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WITH PROJECT TRAFFIC CONDITIONS

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

Significant Traffic Impact Criteria

The study intersections are located in the Cities of Culver City and Los Angeles, who define a significant traffic impact attributable to a Project based on a “stepped scale” with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to the City of Culver City policy, a significant impact is identified as an increase in the CMA value due to Project-related traffic of 0.020 or more when the final (with Project) Level of Service is LOS E or F, a CMA increase of 0.040 or more when the final Level of Service is LOS D, or a CMA increase of 0.050 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 7a.

Table 7a
Criteria for Significant Traffic Impact: Culver City

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

According to the City of Los Angeles Department of Transportation (LADOT) policy, a significant impact is identified as an increase in the CMA value due to Project-related

traffic of 0.010 or more when the final (with Project) Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 7b.

Table 7b
Criteria for Significant Traffic Impact: Los Angeles

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

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

Existing (2016) With Project Conditions

The analysis of existing traffic conditions at the study intersections for existing year (2016) was performed as described previously. The Existing intersection volumes for the AM and PM peak hours were shown previously on Figures 3(a) and 3(b), respectively. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project shown in Figures 6(a) and 6(b) were then added to the Existing (2016) volumes to form the "Existing With Project" intersection volumes, as depicted on Figures 7(a) and 7(b). These volumes were calculated and used to determine traffic impacts attributable to the proposed Project.

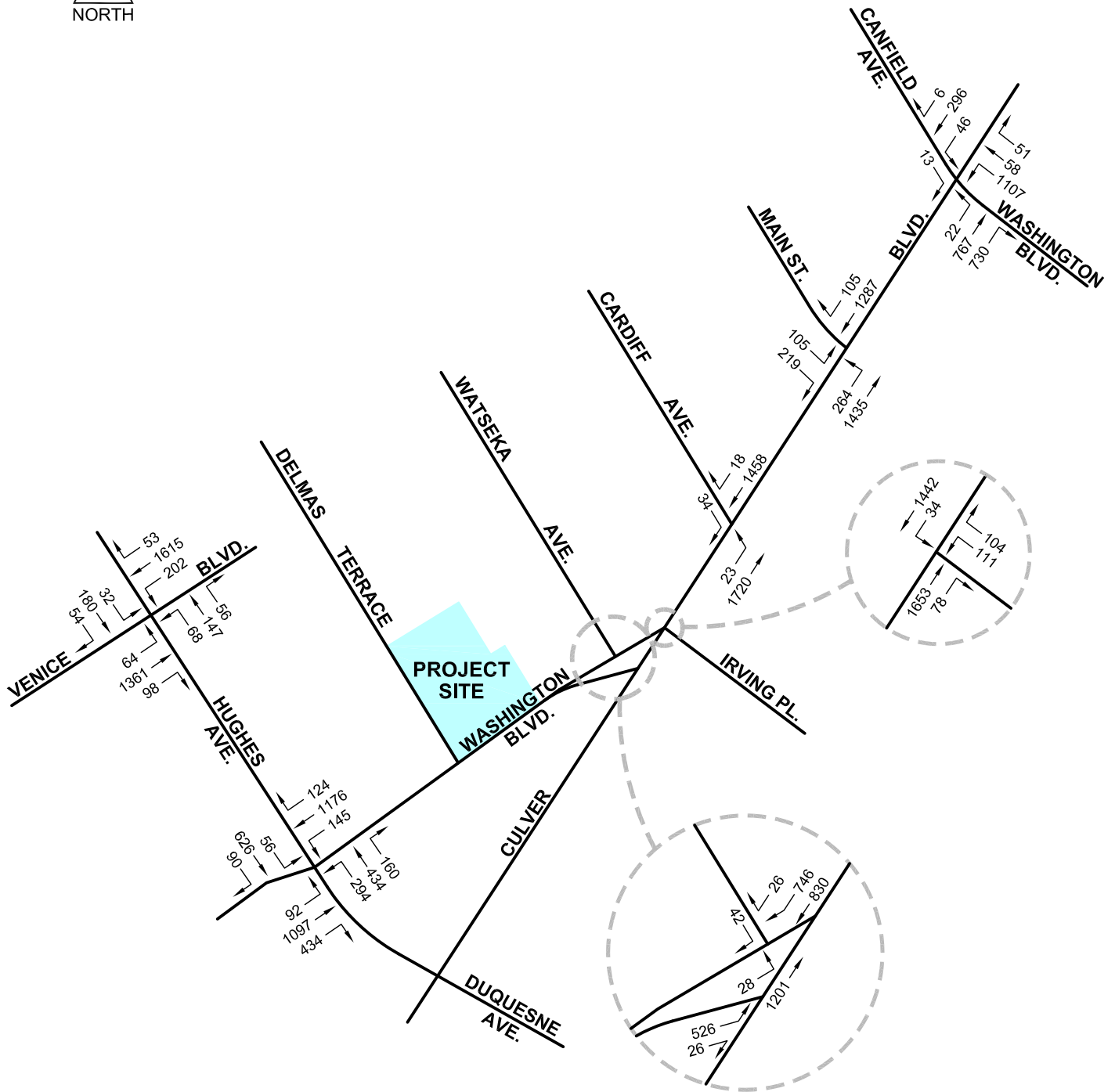


FIGURE 7(a)

12/16/2016

Washington(9735)MixedUseCCIAM2016WP

EXISTING (2016) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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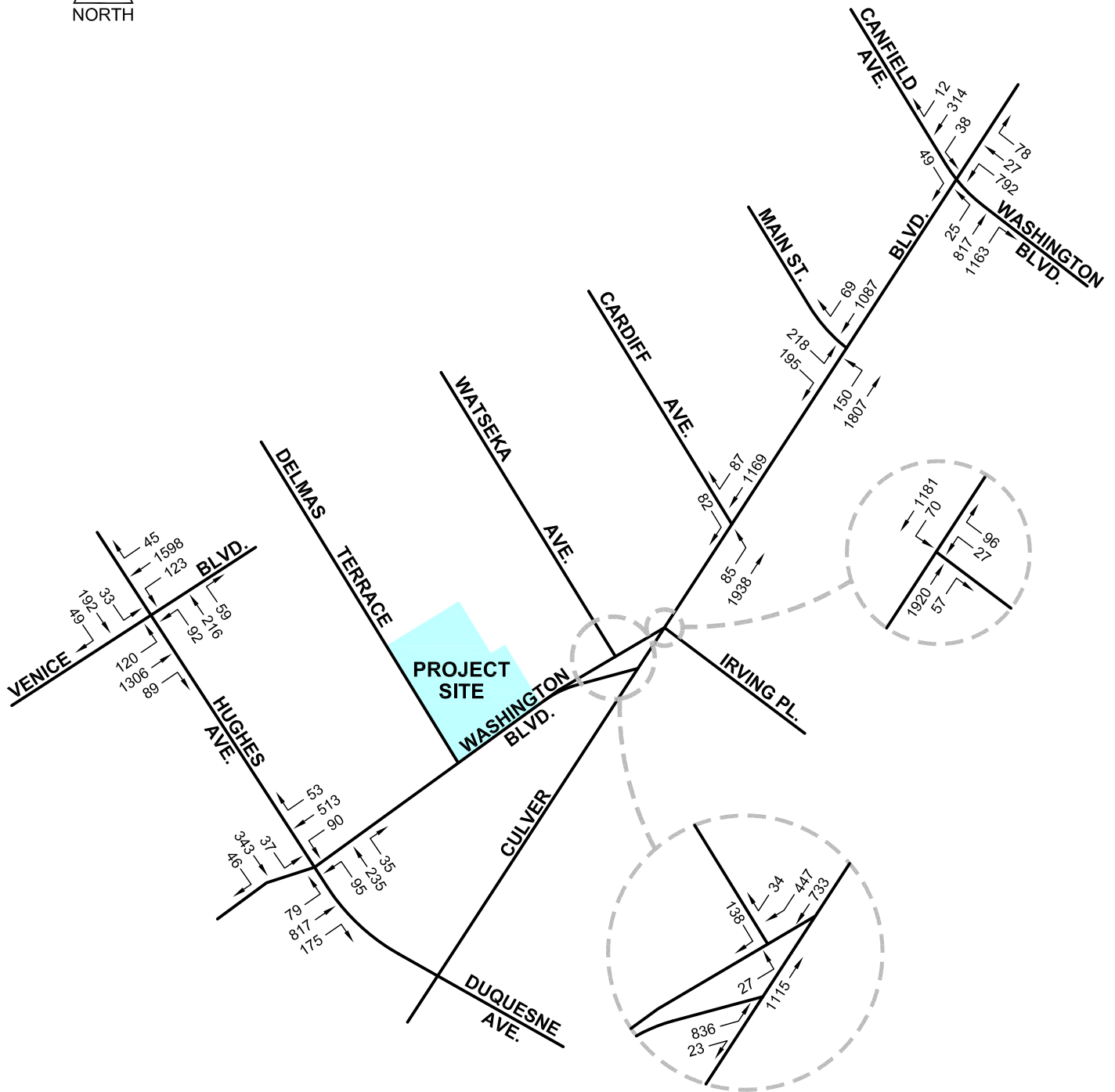


FIGURE 7(b)

12/16/2016

Washington(9735)MixedUseCC/PM2016WP

EXISTING (2016) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR



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

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

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

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

Future (2020) Without and With Project Conditions

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

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

Traffic Growth

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

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

Related Projects

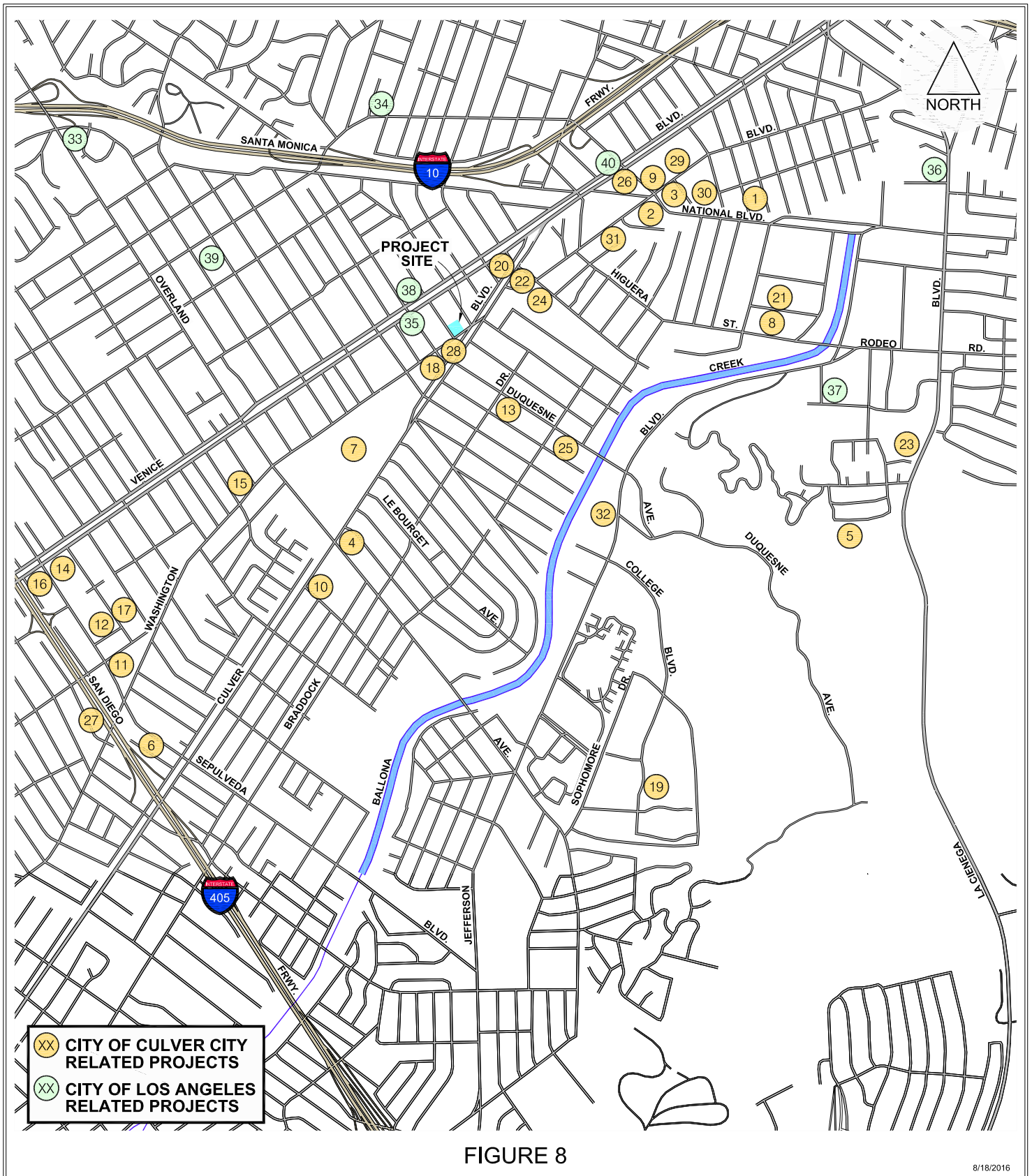
In addition to the use of the ambient growth rate, listings of potential related projects in the study area that might be developed within the study timeframe were obtained from the City of Culver City, LADOT and recent studies of projects in the area. A review of the information currently available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

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

Some of the number of trips expected to be generated by the related projects were provided by LADOT and the EIR document of the recent studies of projects.

Trip generation rates and equations used to calculate the rest of related projects trip generations are from Trip Generation, 9th Edition, 2012, published by ITE, which are included in Appendix E. As noted previously, the ambient traffic growth rate is generally sufficient to estimate increases in traffic volumes at the study locations. However, for a more conservative estimate of cumulative traffic volumes, the trips generated by the related projects were also included.

For the analysis of Future (2020) Without Project traffic conditions, the related projects trip generation was assigned to the study area circulation system, using methodologies similar to those previously described for Project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.



8/18/2016

FN: WASHINGTON (9735) MIXED USE CC:RELPROJS

RELATED PROJECTS LOCATION MAP



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Table 9
Related Projects Location, Description and Trip Generation

PROJECT TITLE		ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	IN	AM PK HR OUT TOTAL	IN	PM PK HR OUT TOTAL	
City of Culver City										
1.	Caroline Condominium	3440 Caroline Avenue ^[1]	2 du	Caroline Condominiums	12	0	1 1	1	0 1	
2.	Washington/Landmark TOD	8810-8850 Washington Boulevard ^[1]	41,745 sf	Shopping Center	3946	83	27 110	60	111 171	
3.	Access Culver City Mixed Use TOD	8770 Washington Boulevard ^[1]	38,732 sf	Office						
			115 du	Apartment	2914	69	85 154	150	125 275	
4.	Union 76	10638 Culver Boulevard ^[1]	31,240 sf	Shopping Center						
			2,676 sf	Convenience Store	2700	101	97 198	122	121 243	
5.	Stoneview Nature Center	5950 Stoneview Drive ^[2]	4,000 sf	Park	135	5	3 8	5	6 11	
6.	Westside Brake and Tires	4215 Sepulveda Boulevard ^[2]	2,068 sf	Car Repair	51	4	2 6	4	5 9	
			(2,068) sf	Retail to be removed	(88)	(1)	(1) (2)	(4)	(4) (8)	
					(37)	3	1 4	0	1 1	
7.	Sony Expansion	10202 Washington Boulevard ^[3]	218,450 sf	Office	n/a	n/a	n/a 184	n/a	n/a 122	
			51,716 sf	Service Building						
8.	Willows School Comprehensive Plan	8509 Higuera Street ^[2]	150 st	School Expansion	243	45	36 81	12	12 24	
9.	Expo LRT	Washington Boulevard & National Boulevard ^[1]	n/a	Phase II	n/a	n/a	n/a n/a	n/a	n/a n/a	
10.	Wende Museum	10808 Culver Boulevard ^[2]	12,596 sf	Museum	n/a	3	1 4	0	2 2	
11.	11198 Washington Place	11198 Washington Place ^[2]	3,850 sf	Shopping Center	164	2	2 4	7	7 14	
12.	Chevron Car Wash	11197 Washington Place ^[2]	2,500 sf	Convenience Store	n/a	39	39 78	42	44 86	
			1,673 sf	Car Wash	n/a	6	6 12	12	12 24	
			(2,173) sf	removed	(93)	(1)	(1) (2)	(4)	(4) (8)	
					(93)	44	44 88	50	52 102	
13.	4109-4111 Duquesne Ave	4109-4111 Duquesne Avenue ^[1]	2 du	Apartment	20	1	1 2	1	1 2	
14.	Arora Condominiums	3837 Bentley Avenue ^[2]	3 du	Condominium	17	0	1 1	1	1 2	
			(1) du	be removed	(10)	0	(1) (1)	(1)	0 (1)	
					7	0	0 0	0	1 1	
15.	Culver Center Shopping Center	10799 Washington Boulevard ^[2]	2,000 sf	Restaurant	254	12	10 22	12	8 20	
16.	Shell Carwash	11224 Venice Boulevard ^[2]	2,285 sf	Convenience Store	1686	77	77 153	61	59 120	
			864 sf	Car Wash	n/a	6	6 12	6	6 12	
					1686	83	83 165	67	65 132	
17.	Condominiums	3961 Tilden Avenue ^[2]	5 du	Condominium	29	0	2 2	2	1 3	
			(3) du	removed	(17)	0	(1) (1)	(1)	(1) (2)	
					12	0	1 1	1	0 1	
18.	SPP Site Renovation	10000 Washington Boulevard ^[5]	260,066 sf	Office	12	(67)	(30) (98)	15	(20) (4)	
			9,960 sf	Quality Restaurant						
			4,835 sf	Restaurant						
			6,961 sf	General Retail						
			3,687 sf	Health/Fitness Club						

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

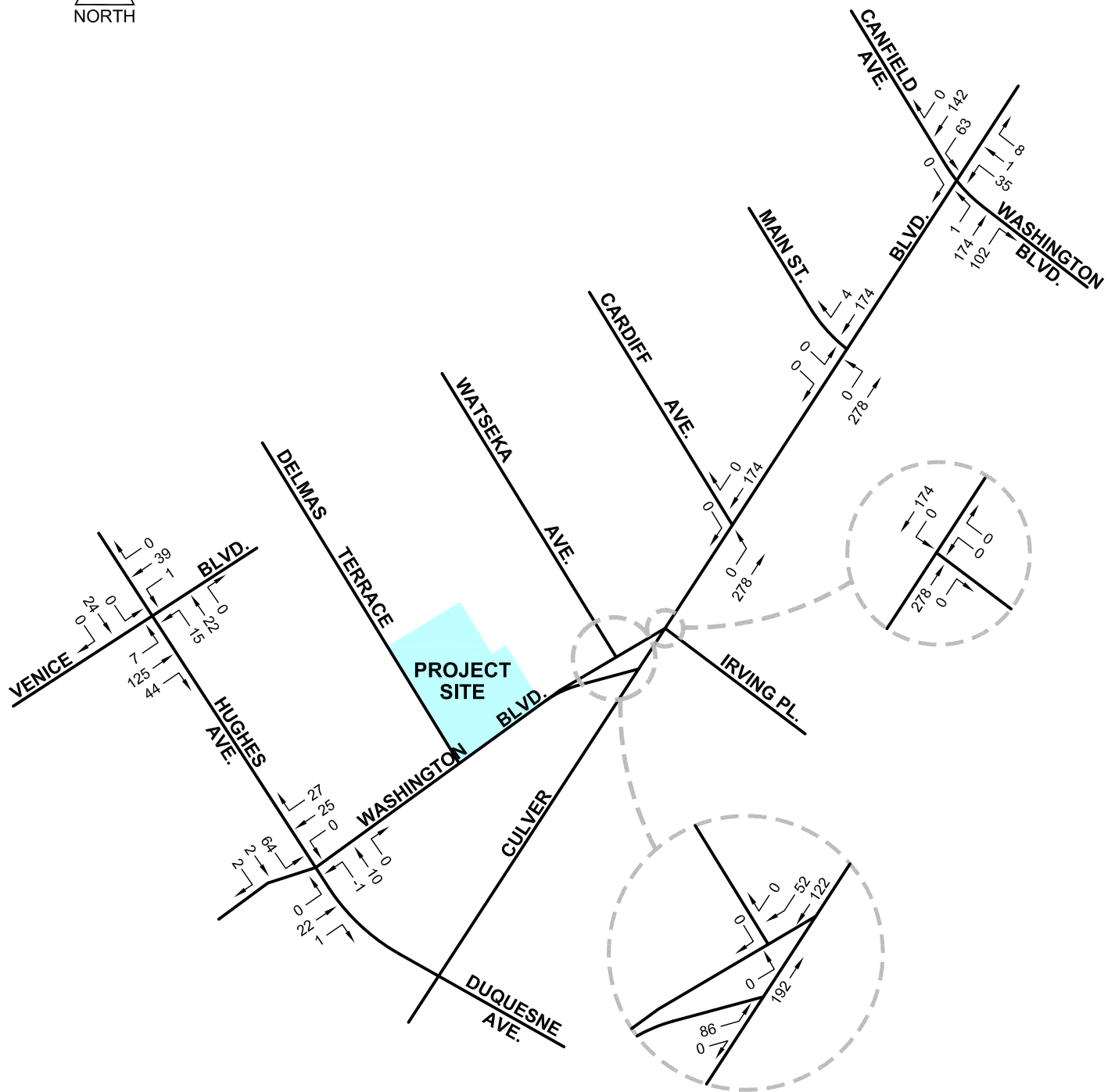
PROJECT TITLE		ADDRESS	SIZE	PROJECT DESCRIPTION	DAILY	IN	AM PK HR OUT	TOTAL	IN	PM PK HR OUT	TOTAL
19.	West Los Angeles College Master Plan	9000 Overland Ave ^[6]	92,000 sf	College Expansion	8742	477	134	611	280	236	516
20.	Fresh Paint	9355 Culver Boulevard ^[1]	2,947 sf	Shopping Center	63	8	1	9	2	7	9
			4 du	Apartment							
21.	Warner Parking Structure	8511 Warner Drive ^[1]	51,520 sf	Shopping Center	3112	94	76	170	116	109	225
22.	Parcel B	9300 Culver Boulevard ^[1]	118,000 sf	Restaurant	4766	249	155	404	199	225	424
23.	Lenawee-Culver Place	3814 Lenawee Avenue ^[1]	8 du	Single Family Housing	216	3	5	8	6	4	10
			95 du	Assisted Living							
24.	Culver Studios Amend No. 6	9336 Washington Boulevard ^[1]	138,997 sf	Production Studio	1445	180	24	204	35	168	203
25.	Condominium	4241 Duquesne Avenue ^[1]	3 du	Condominium	13	0	1	1	1	1	2
			(1) du	be removed							
26.	Ivy Station - Washington/National TOD	8824 National Boulevard ^[7]	10,000 sf	Restaurant	4124	173	83	256	127	174	301
			10,000 sf	Quality Restaurant							
			200 du	Apartment							
			148 rm	Hotel							
			201,000 sf	Office							
			24,000 sf	Retail							
27.	Globe Housing Project	4044-4068 Globe Avenue ^[2]	10 du	Townhouse	58	1	3	4	3	2	5
28.	Jazz Bakery	9814 Washington Boulevard ^[1]	200 st	Performance Theater	n/a	n/a	n/a	n/a	2	2	4
			7,500 sf	Museum and Bakery							
29.	Surfas Site	8777 Washington Boulevard ^[1]	80 du	Apartment	561	43	26	69	35	64	99
			29,343 sf	Office							
			15,065 sf	Retail							
30.	Lorcan O'Herlihy Architects	3434 Wesley Street ^[2]	15 du	Apartment	100	2	6	8	6	3	9
			14,237 sf	Office	157	19	3	22	4	17	21
					257	21	9	30	10	20	30
31.	ICC site	8888 Washington Boulevard ^[5]	63,600 sf	Office	1318	77	11	88	36	104	140
			8,350 sf	Shopping Center							
32.	9919 Jefferson Office Project	9919 Jefferson Boulevard ^[8]	62,558 sf	Office	690	86	12	98	16	77	93
City of Los Angeles											
33.		10612 W National Blvd ^[9]	1,726 sf	Other	636	42	41	84	15	16	31
34.	United Oil 78	9815 W National Blvd ^[9]	12 fuel	Gas Station	977	30	30	61	52	52	105
35.		3822 S Dunn Dr ^[9]	86 du	Apartment	543	9	33	42	32	18	50
36.		3221 S La Cienega Blvd ^[9]	other	Mixed Use	10,136	319	419	737	467	382	849
37.		3640 S Holdrege Avenue ^[10]	25,032 sf	Office	187	19	12	31	14	15	29

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

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

Source:

- [1] Project description from the City of Culver City database; trip generation from Traffic Impact Analysis for Ivy Station Washington and National Mixed Use Transit Oriented Development.
- [2] Project description from the City of Culver City database; trip generation based on ITE rates.
- [3] Sony Pictures Entertainment Jimmy Stewart Building Expansion Traffic Access Study, Crain & Associates, March 21, 2014.
- [4] Mid-City/Exposition LRT Project Final EIS/EIR, 2005; No trip generations available; referenced individual intersection project volumes from Figures 3.2-20 to 3.2-26.
- [5] Project description and trip generation from the City of Culver City database.
- [6] West Los Angeles College 2009 Facilities Master Plan Supplemental Environmental Impact Report, March 2010.
- [7] Traffic Impact Analysis for Ivy Station Washington and National Mixed Use Transit Oriented Development, Kimley-Horn and Associates, Inc., November 2015.
- [8] Traffic Impact Report for 9919 Jefferson Office Project, Crain & Associates, June 2016
- [9] Trip generations from LADOT database.
- [10] Daily, AM and PM trip generation from the City of Los Angeles Department of Transportation database; Inbound/outbound split not provided, assumed ITE LU 710 AM and PM inbound/outbound percentages.

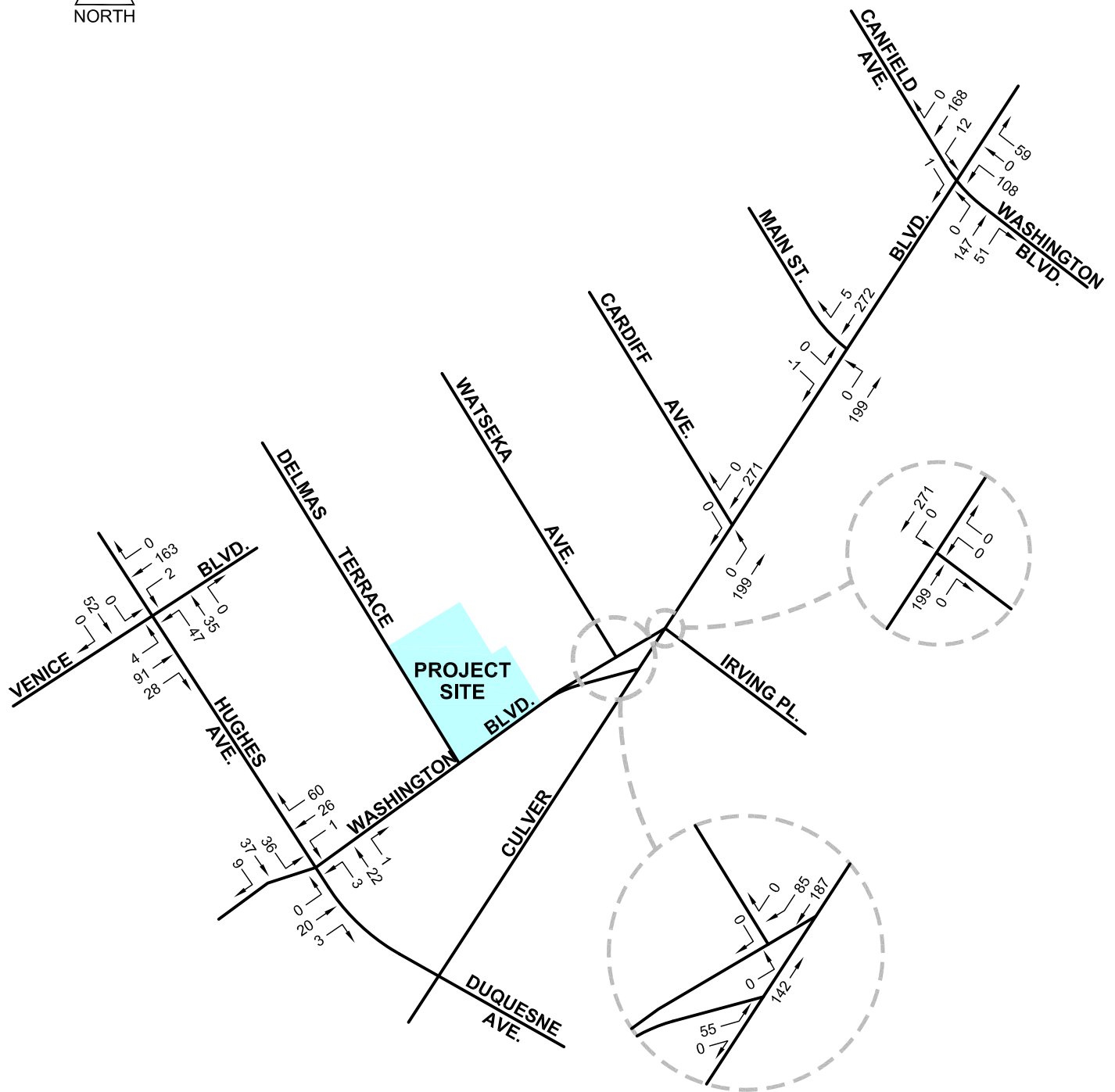


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Highway System Improvements

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

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

future year analyses. The existing lane configurations are shown in Appendix C and were applied to the future (2020) conditions.

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

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

Future (2020) baseline traffic volumes for the without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. The Future (2020) Without Project traffic volumes are illustrated in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

Net Project volumes [Figures 6(a) and 6(b)] were then combined with the Future (2020) Without Project traffic volumes to develop the Future (2020) With Project volumes, which were used to determine traffic impacts directly attributable to the Project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

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

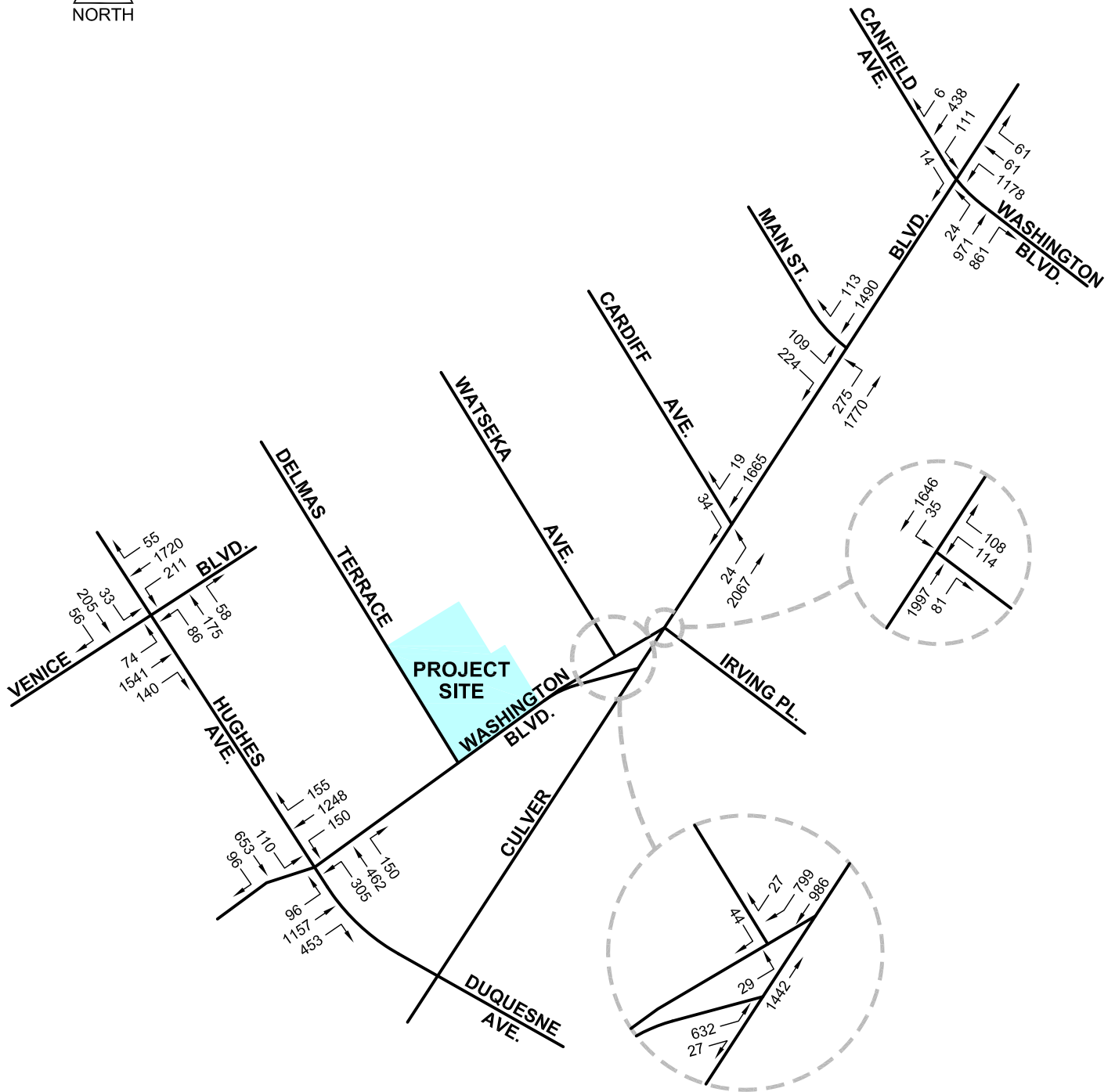


FIGURE 10(a)

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Washington(9735)MixedUseCC\AM2020\WO

FUTURE (2020) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR



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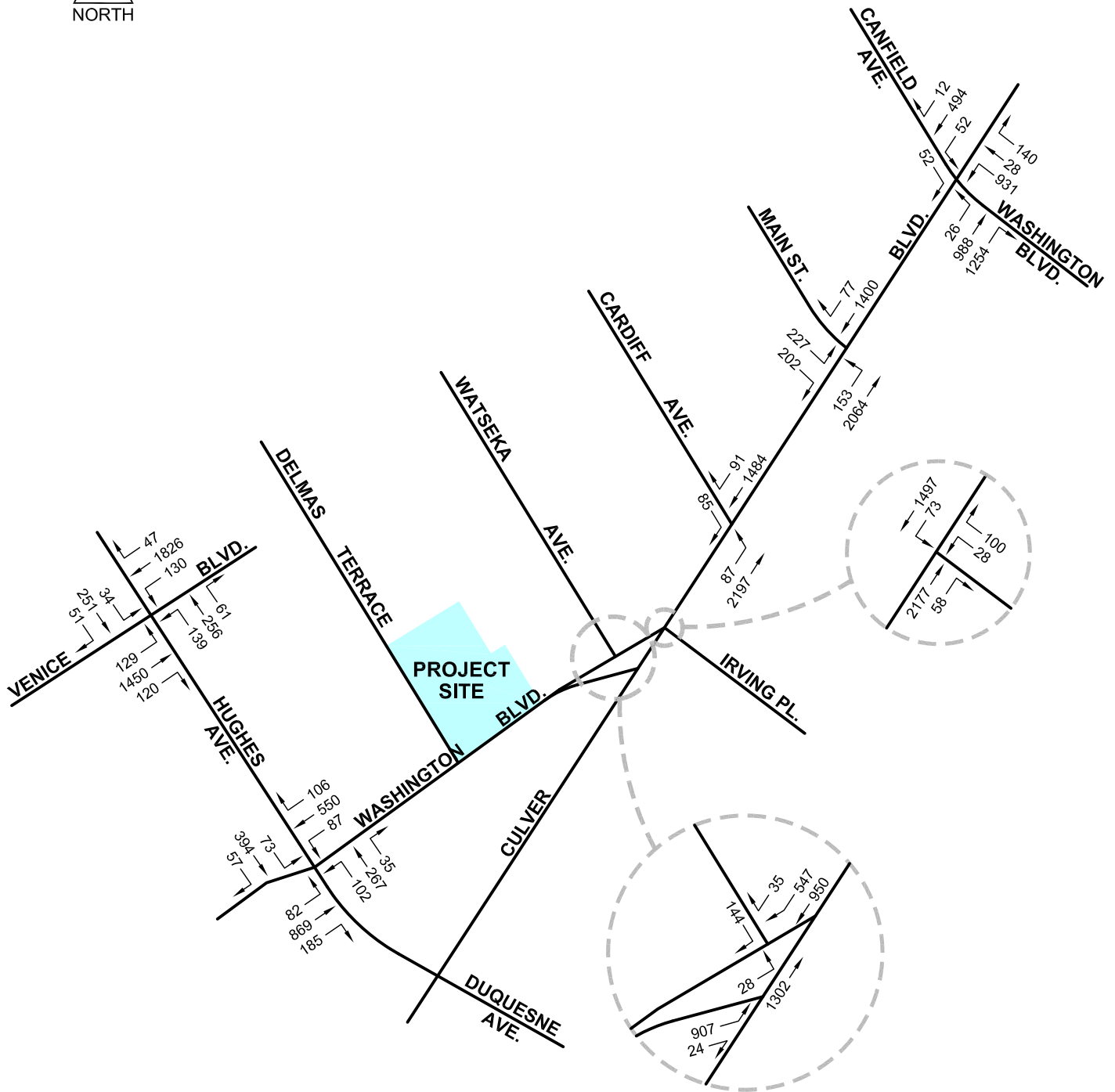


FIGURE 10(b)

8/18/2016

Washington(9735)MixedUseCC:PM2020WO

FUTURE (2020) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR



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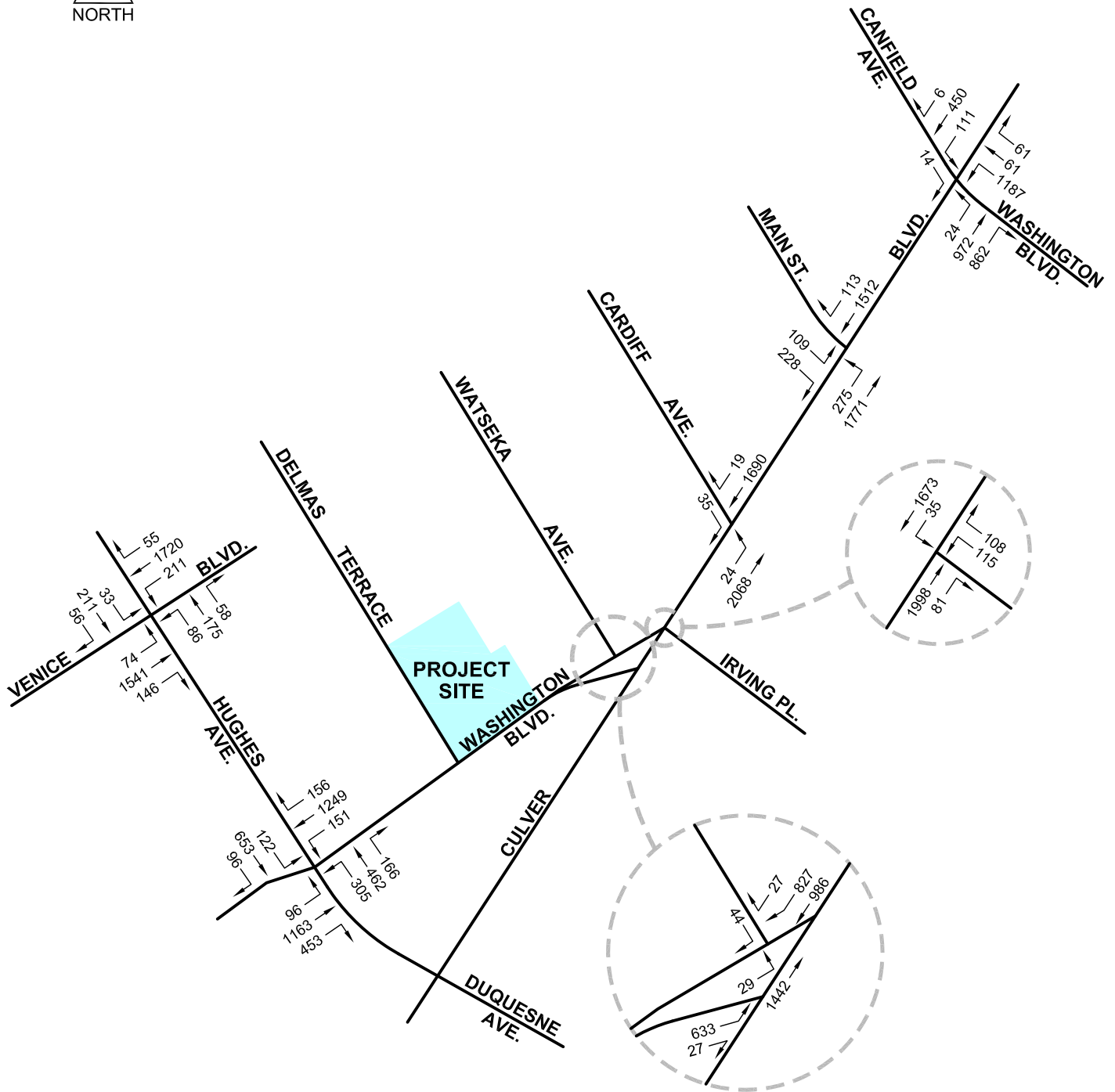


FIGURE 11(a)

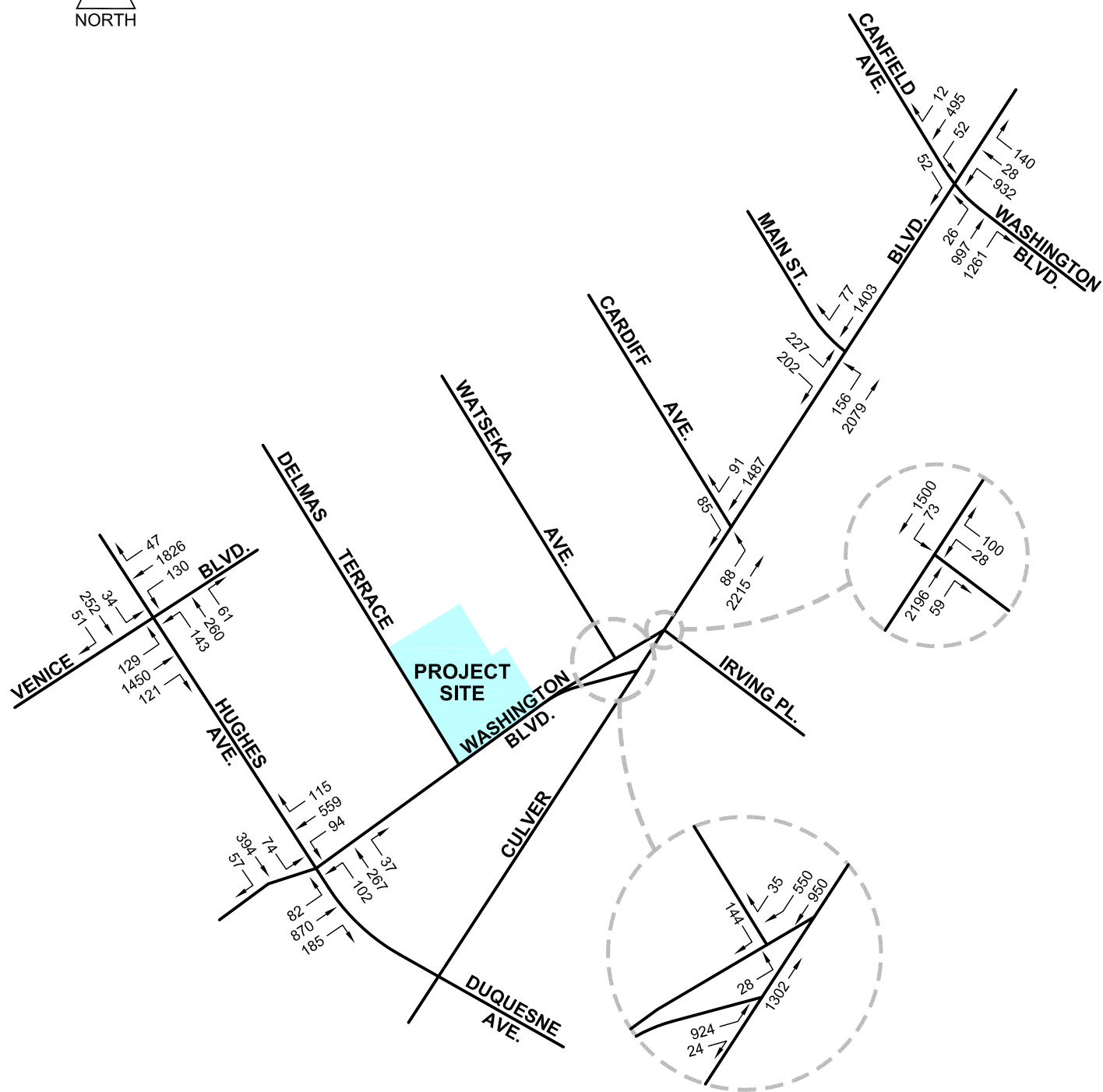
12/16/2016

Washington(9735)MixedUseCCIAM2020WP

FUTURE (2020) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR



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

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

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

Regional Traffic Impact Analysis Per Congestion Management Plan (CMP)

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

jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan.

The local CMP requires that all CMP monitoring intersections be analyzed where a Project would likely add 50 or more trips during the peak hours. The nearest such intersections are Overland Avenue & Venice Boulevard and La Cienega Boulevard & Jefferson Boulevard, located approximately half a mile west and one and a half miles east of the Project, respectively. A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to these CMP intersections. It is estimated that the Project would generate at most 6 inbound trips during the AM peak hour and 1 inbound trip during the PM peak hour at the intersection of Overland Avenue & Venice Boulevard. At the intersection of La Cienega Boulevard & Jefferson Boulevard, the Project is expected to contribute at most 6 inbound trips and no outbound trips during the AM peak hour and 5 trips (1 inbound, 4 outbound) during the PM peak hour. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a Project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segments are the Santa Monica Freeway (I-10) east of Overland Avenue and the San Diego Freeway (I-405) north of Venice Boulevard. Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 65 trips during the AM peak hour (62 inbound and 3 outbound) and 63 trips during the PM peak hour (7 inbound, 44 outbound) to the adjacent street system. These amounts are less than the freeway threshold of 150 directional trips. Therefore, no significant Project impact to any CMP freeway monitoring location is forecast and no additional freeway analysis is necessary.

Freeway Impact Screening Analysis

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

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

The City of Culver City has elected to follow the requirements of that City of Los Angeles and Caltrans agreement.

The Project trips along I-10 Freeway and I-405 Freeway mainlines were analyzed and the results are included in Table 11. As shown in Table 11, the Project's peak hour trips would result in less than a 1 percent increase to the freeway mainline capacity.

Therefore, a freeway mainline impact analysis is not required.

Table 11
Freeway Mainline Screening Analysis

<u>Mainline Segment</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Mainline Capacity</u>	<u>by Project</u>		<u>Percentage For Screening*</u>	<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		
I-10 Fwy	WB	16	2	4	8000	0.20%	0.03%	1.00%	No
e/o Washington Blvd.	EB	1	11	4	8000	0.01%	0.14%	1.00%	No
I-405 Fwy	NB	12	1	5	10000	0.12%	0.01%	1.00%	No
s/o Culver Blvd.	SB	7	1	5	10000	0.07%	0.01%	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.*

The freeway off-ramps with the most Project traffic are the I-10 and I-405 Freeway off-ramps, which were analyzed and the results are included in Table 12. As shown in Table 12, the Project's peak hour trips would result in less than a 1 percent increase to the freeway off-ramp capacity. Therefore, a freeway off-ramp impact analysis is not required.

Table 12
Freeway Ramp Screening Analysis

<u>Off-Ramp Location</u>	<u>Direction</u>	<u>Project Trips</u>		<u># of Lanes</u>	<u>Ramp Capacity</u>	<u>Project Percent</u>		<u>Percentage For Screening*</u>	<u>Requires Analysis?</u>
		<u>AM</u>	<u>PM</u>			<u>AM</u>	<u>PM</u>		
I-10 Fwy WB Off-Ramp to Washington Blvd.	WB	6	1	1	850	0.71%	0.12%	1.00%	No
I-405 Fwy WB Off-Ramp to Culver Blvd.	NB	7	1	1	850	0.82%	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.*

Transit Impact Analysis

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

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

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

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

Table 13
Project Transit Trip Summary

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

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

Bicycle & Pedestrian Network

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

- o Washington Boulevard – Add Sharrows on applicable segments where road width does not accommodate bike lanes along both sides of Washington Boulevard; Install signage/wayfinding; Add bicycle route signage where Sharrows and lanes can not be installed. This improvement is ranked #1 on the City's priority list for bicycle and pedestrian improvement projects.
- o Culver Boulevard – Culver Boulevard will become a bike route between Duquesne Avenue to Washington Boulevard. This is a second tier project on the City's priority list for bicycle and pedestrian improvement projects.

In the Project vicinity, the proposed bicycle facilities would improve bicycle mobility of the area, at the same time the current lane configurations of the street intersections would not be affected. The proposed Project shall be responsible for the partial restriping of Washington Boulevard along the Project frontage and at the intersection of Washington Boulevard and Delmas Terrace. The restriping shall add Sharrows at the Project frontage along Washington Boulevard.

MITIGATION MEASURES

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

APPENDIX A

SIGNED TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

SCOPING MOU FOR TRAFFIC STUDY

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

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

Project Address: 9735 Washington Boulevard, Culver City

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

Geographic Distribution: N 20% S 20% E 40% W 20%
See Attachment 2 for project trip Assignment percentages and volumes.

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

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

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

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

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

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

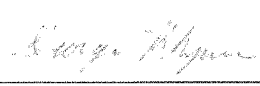
1. <u>Duquesne Ave./Hughes Ave. & Washington Blvd.</u>	4. <u>Cardiff Ave. & Culver Blvd.</u>
2. <u>Washington Bl./Watseka Av. & Culver Bl</u>	5. <u>Main St. & Culver Blvd.</u>
3. <u>Irving Pl. & Culver Blvd.</u>	6. <u>Canfield Ave./Washington Blvd. & Culver Blvd.</u>

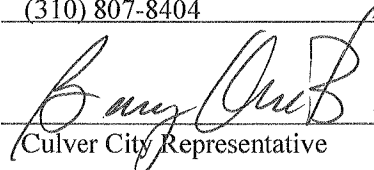
Trip Credits: (Exact amount of credit subject to approval by City of Culver City)	yes	no
Transportation Demand Management (TDM)	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☒	☐
Transit	☒	☐

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

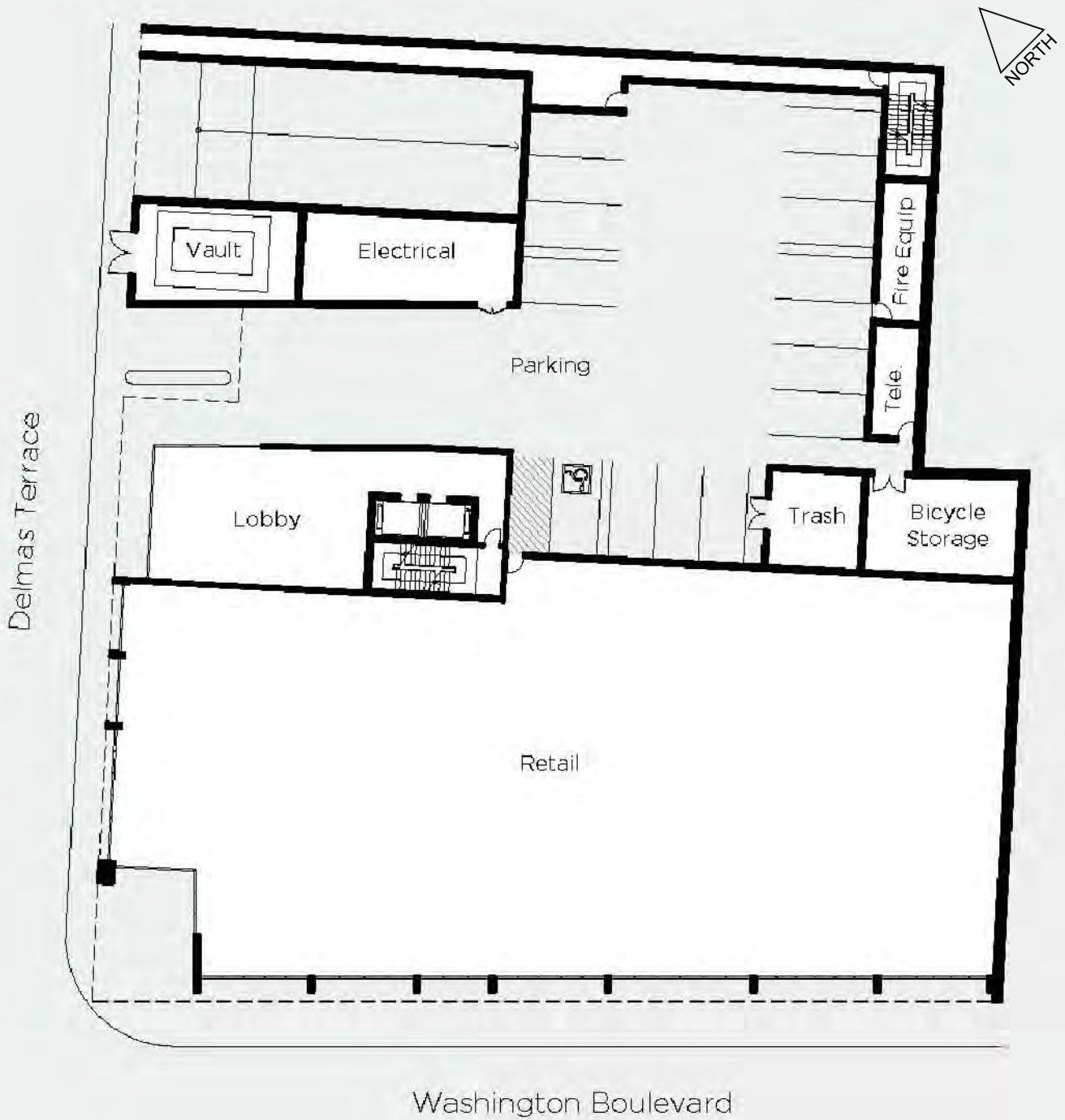
☐ None

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

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

 5/17/2016
Culver City Representative Date

ATTACHMENT 1
PROJECT CONCEPTUAL SITE PLAN



ATTACHMENT 1

4/19/2016

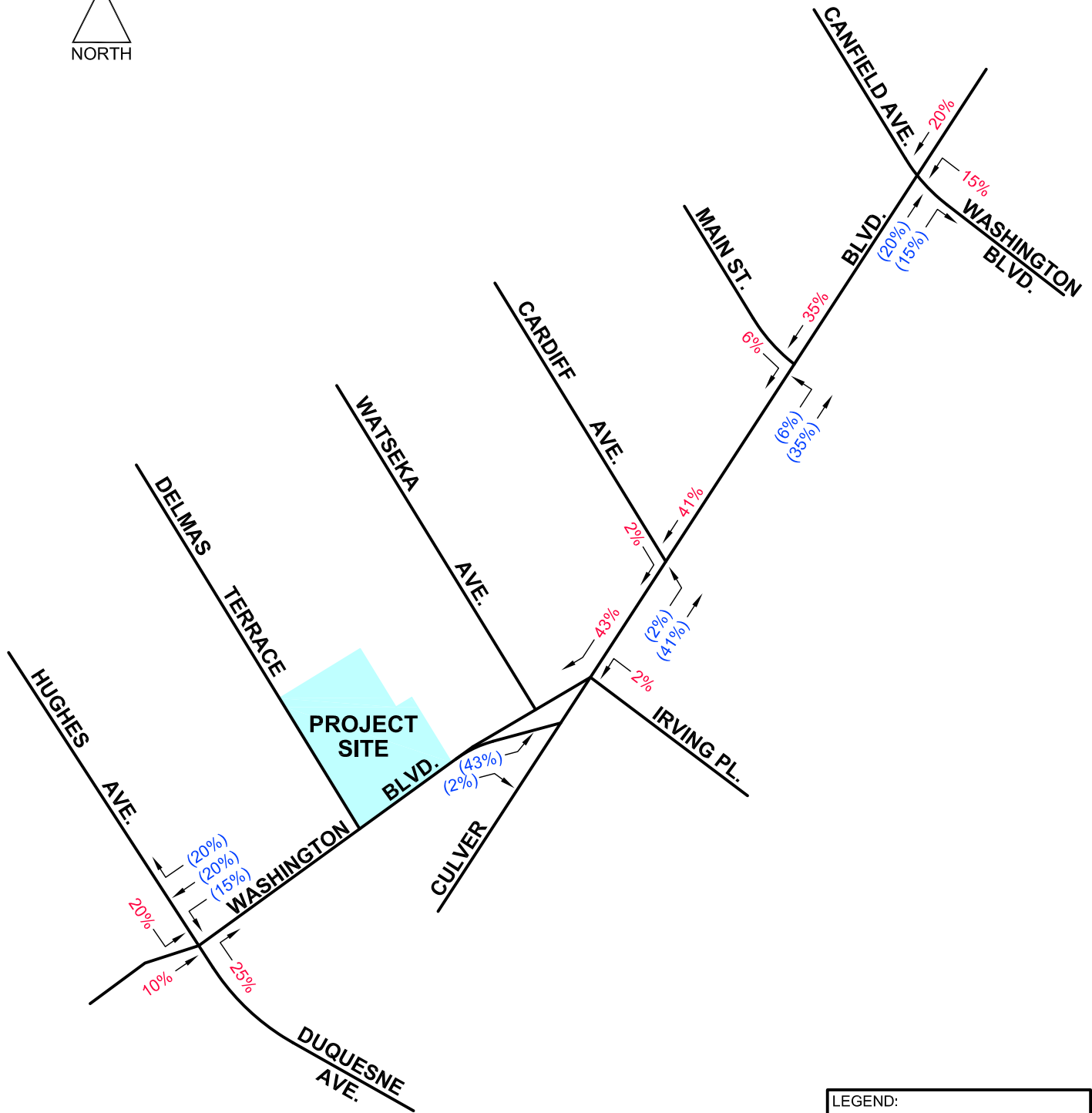
FN: WASHINGTON (9735) MIXED USE CC/SITE-PLAN

CONCEPTUAL PROJECT SITE PLAN



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ATTACHMENT 2
PROJECT TRIP ASSIGNMENT



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

ATTACHMENT 2

4/20/2016

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

PROJECT ASSIGNMENT PERCENTAGES



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ATTACHMENT 3
PROJECT TRIP GENERATION

Table 1

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

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

Source:

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

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

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

Table 2

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

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

ATTACHMENT 4
STUDY INTERSECCTION LOCATION MAP



FN: WASHINGTON (9735) MIXED USE C0STUDY-INTS

STUDY INTERSECTIONS LOCATION MAP



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

ATTACHMENT 5
PROJECT FREEWAY TRIP SCREENING

9735 Washington Mixed-Use Project

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

PROJECT TRIP GENERATION

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

CALTRANS FREEWAY IMPACT ANALYSIS

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

FREeway OFF-RAMP VOLUME CALCULATIONS

Off-Ramp Location

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

** See attached existing counts.

ATTACHMENT 6
PRELIMINARY RELATED PROJECTS LIST

Culver City Related Projects List- Updated January 29, 2016

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

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

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

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

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

Sorted by Estimated Date of Completion

APPENDIX B
TRAFFIC COUNTS

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

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

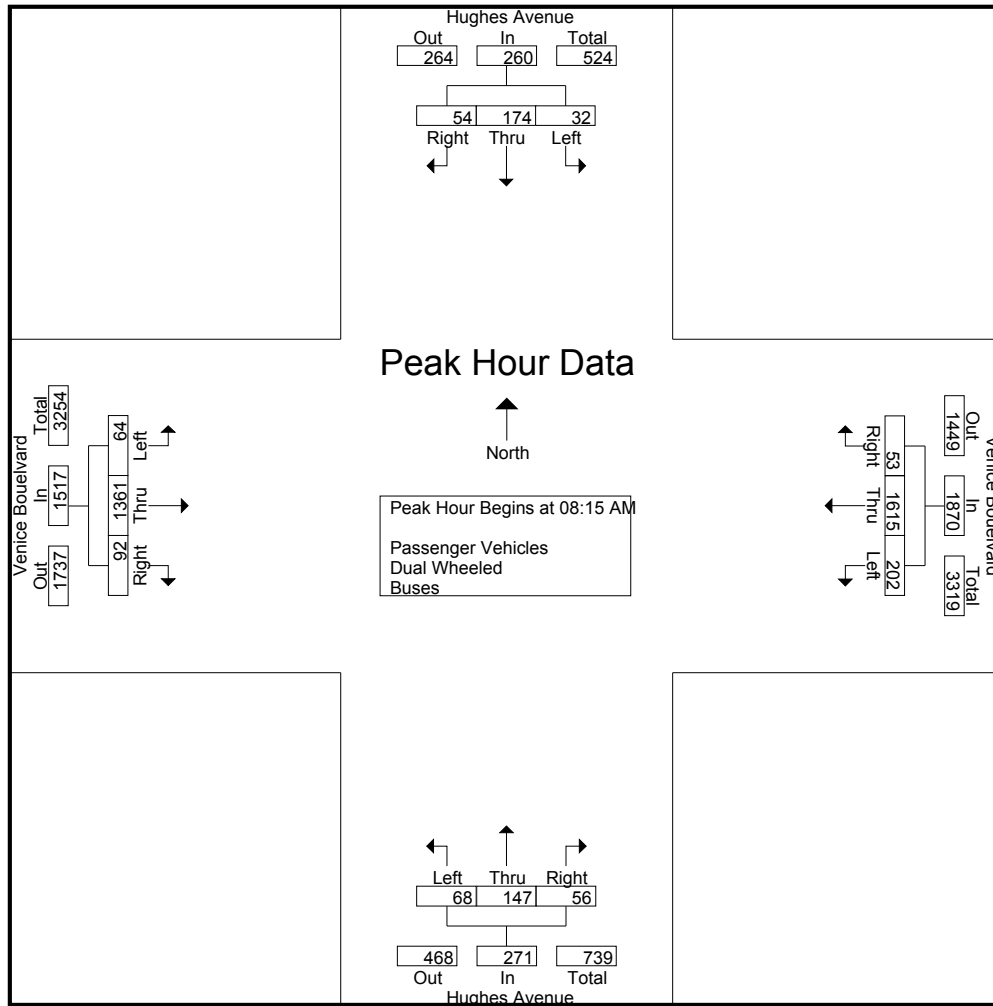
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Hughes Avenue Southbound				Venice Boulevard Westbound				Hughes Avenue Northbound				Venice Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	7	32	13	52	39	387	19	445	19	25	14	58	11	343	30	384	939
08:30 AM	7	35	18	60	46	437	20	503	21	47	11	79	15	346	26	387	1029
08:45 AM	9	64	16	89	56	380	8	444	15	46	9	70	23	333	17	373	976
09:00 AM	9	43	7	59	61	411	6	478	13	29	22	64	15	339	19	373	974
Total Volume	32	174	54	260	202	1615	53	1870	68	147	56	271	64	1361	92	1517	3918
% App. Total	12.3	66.9	20.8		10.8	86.4	2.8		25.1	54.2	20.7		4.2	89.7	6.1		
PHF	.889	.680	.750	.730	.828	.924	.663	.929	.810	.782	.636	.858	.696	.983	.767	.980	.952

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

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

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

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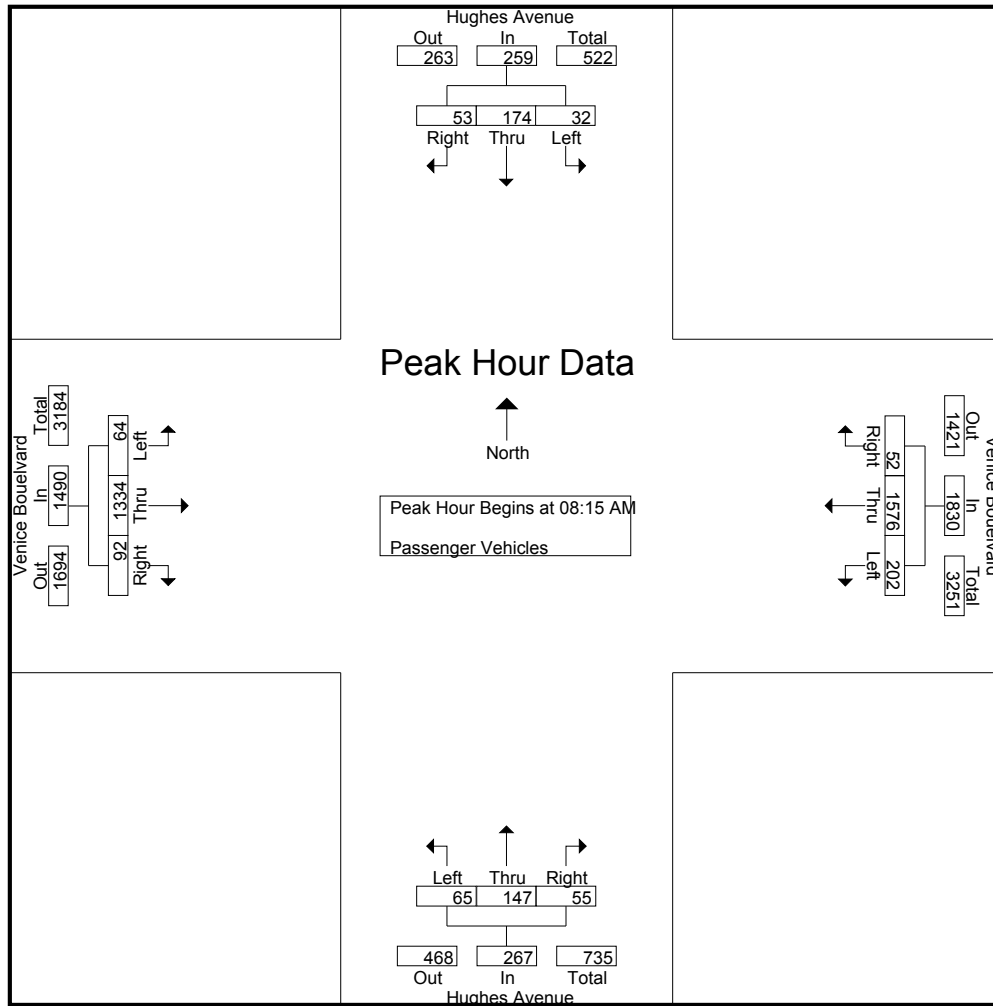
Groups Printed- Passenger Vehicles

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

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

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

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	7	32	13	52	39	377	19	435	19	25	14	58	11	336	30	377
+15 mins.	7	35	18	60	46	425	20	491	18	47	11	76	15	341	26	382
+30 mins.	9	64	16	89	56	370	7	433	15	46	9	70	23	325	17	365
+45 mins.	9	43	6	58	61	404	6	471	13	29	21	63	15	332	19	366
Total Volume	32	174	53	259	202	1576	52	1830	65	147	55	267	64	1334	92	1490
% App. Total	12.4	67.2	20.5		11	86.1	2.8		24.3	55.1	20.6		4.3	89.5	6.2	
PHF	.889	.680	.736	.728	.828	.927	.650	.932	.855	.782	.655	.878	.696	.978	.767	.975

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

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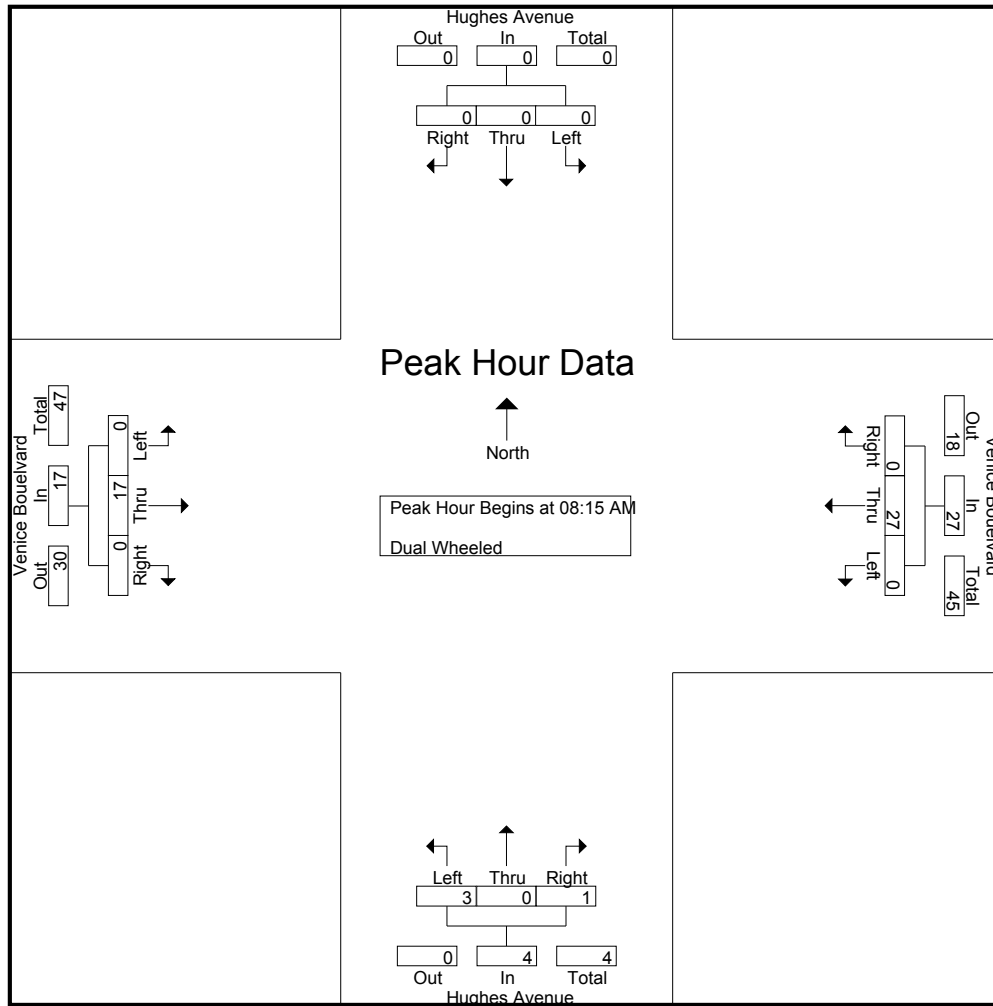
Groups Printed- Dual Wheeled

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

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

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

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	8	0	8	3	0	0	3	0	3	0	3
+30 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	5	0	5
Total Volume	0	0	0	0	0	27	0	27	3	0	1	4	0	17	0	17
% App. Total	0	0	0	0	0	100	0	100	75	0	25	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.250	.000	.250	.333	.000	.850	.000	.850

City of Los Angeles
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Weather: Clear

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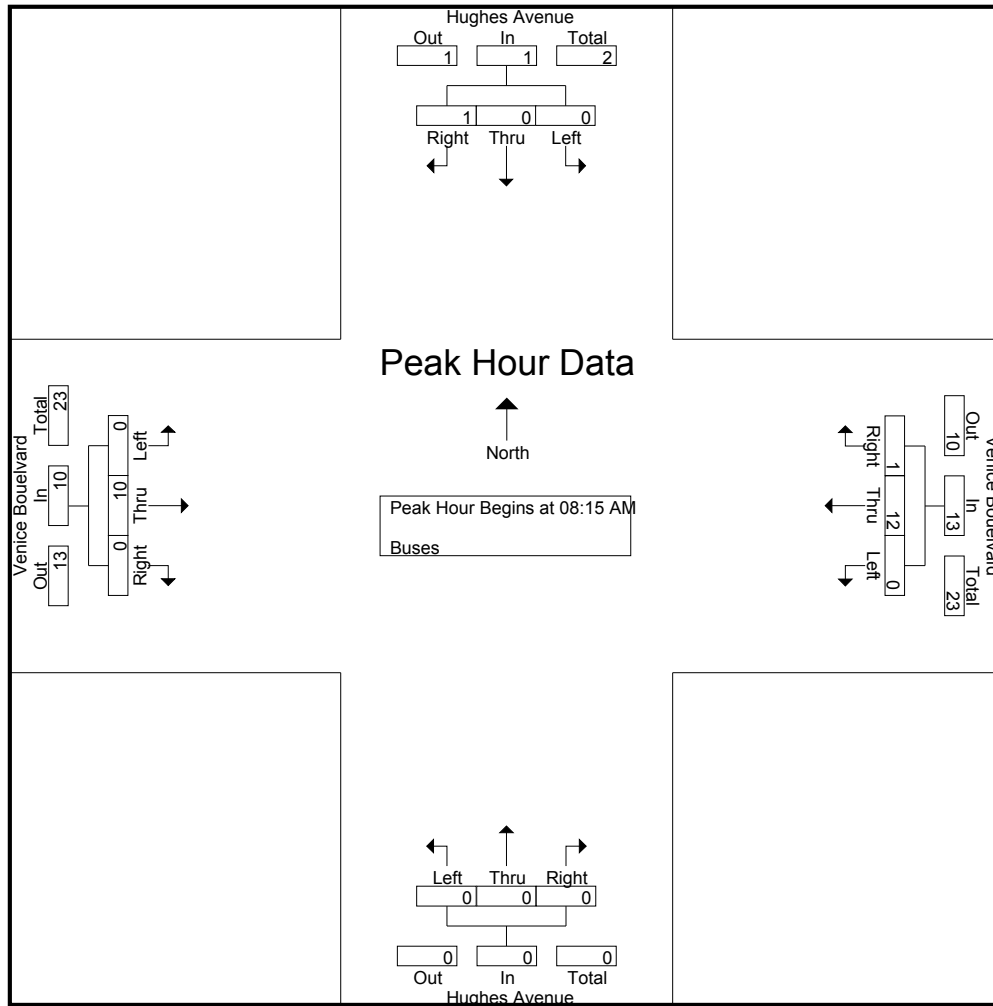
Groups Printed- Buses

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

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

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

	08:15 AM				08:15 AM				08:15 AM				08:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	4	1	5	0	0	0	0	0	4	0	4
+45 mins.	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	0	0	1	1	0	12	1	13	0	0	0	0	0	10	0	10
% App. Total	0	0	100		0	92.3	7.7		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.750	.250	.650	.000	.000	.000	.000	.000	.625	.000	.625

City of Los Angeles
N/S: Hughes Avenue
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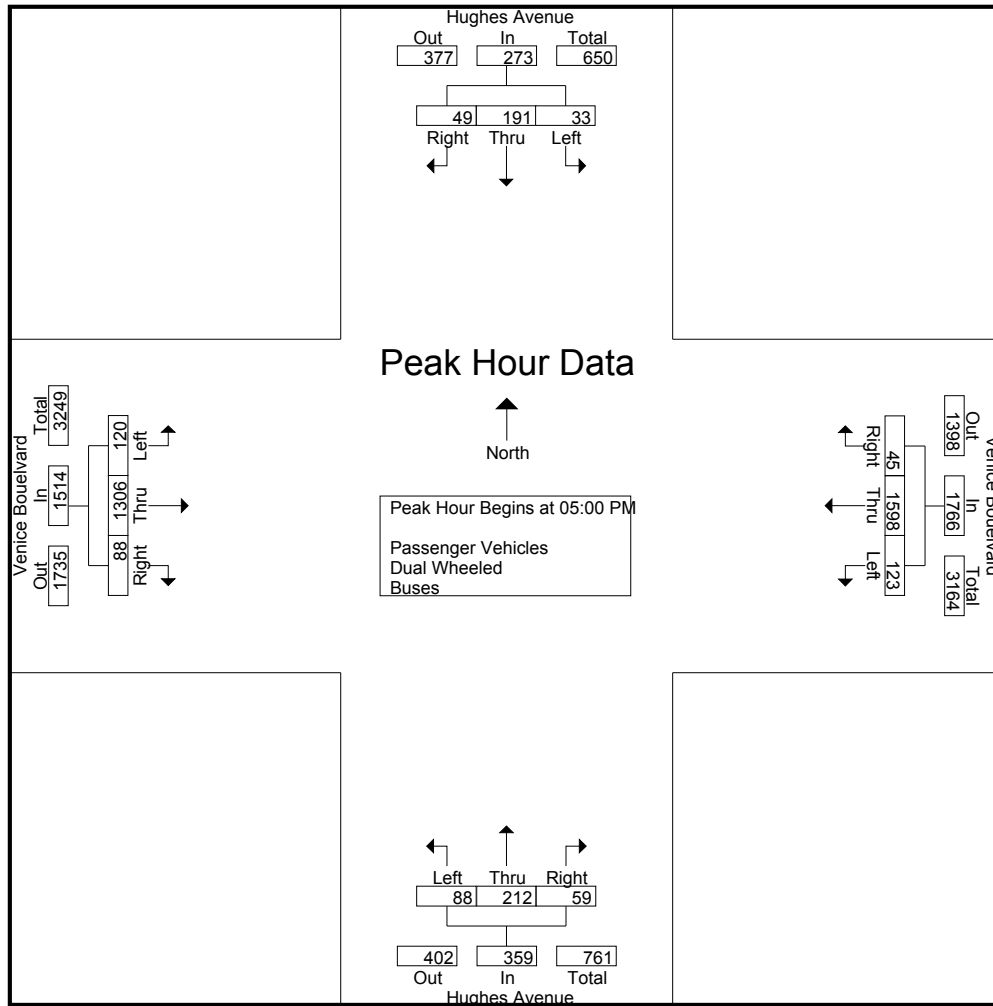
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Hughes Avenue Southbound				Venice Boulevard Westbound				Hughes Avenue Northbound				Venice Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	51	17	76	24	368	14	406	19	47	15	81	22	335	31	388	951
05:15 PM	9	47	13	69	29	386	9	424	29	60	15	104	37	295	18	350	947
05:30 PM	5	51	8	64	33	413	11	457	18	56	13	87	39	319	25	383	991
05:45 PM	11	42	11	64	37	431	11	479	22	49	16	87	22	357	14	393	1023
Total Volume	33	191	49	273	123	1598	45	1766	88	212	59	359	120	1306	88	1514	3912
% App. Total	12.1	70	17.9		7	90.5	2.5		24.5	59.1	16.4		7.9	86.3	5.8		
PHF	.750	.936	.721	.898	.831	.927	.804	.922	.759	.883	.922	.863	.769	.915	.710	.963	.956

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

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

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

File Name : LACHUVEPM
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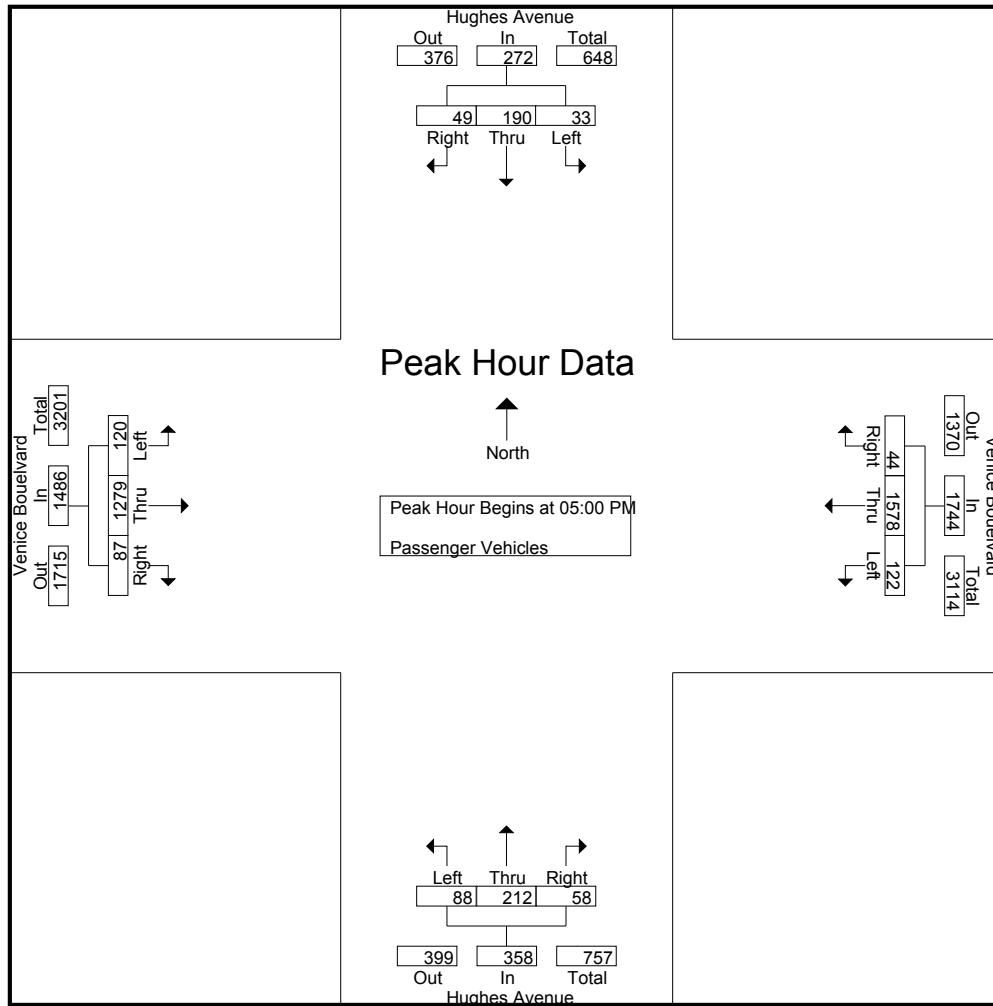
Groups Printed- Passenger Vehicles

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

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

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

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

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

File Name : LACHUVEPM
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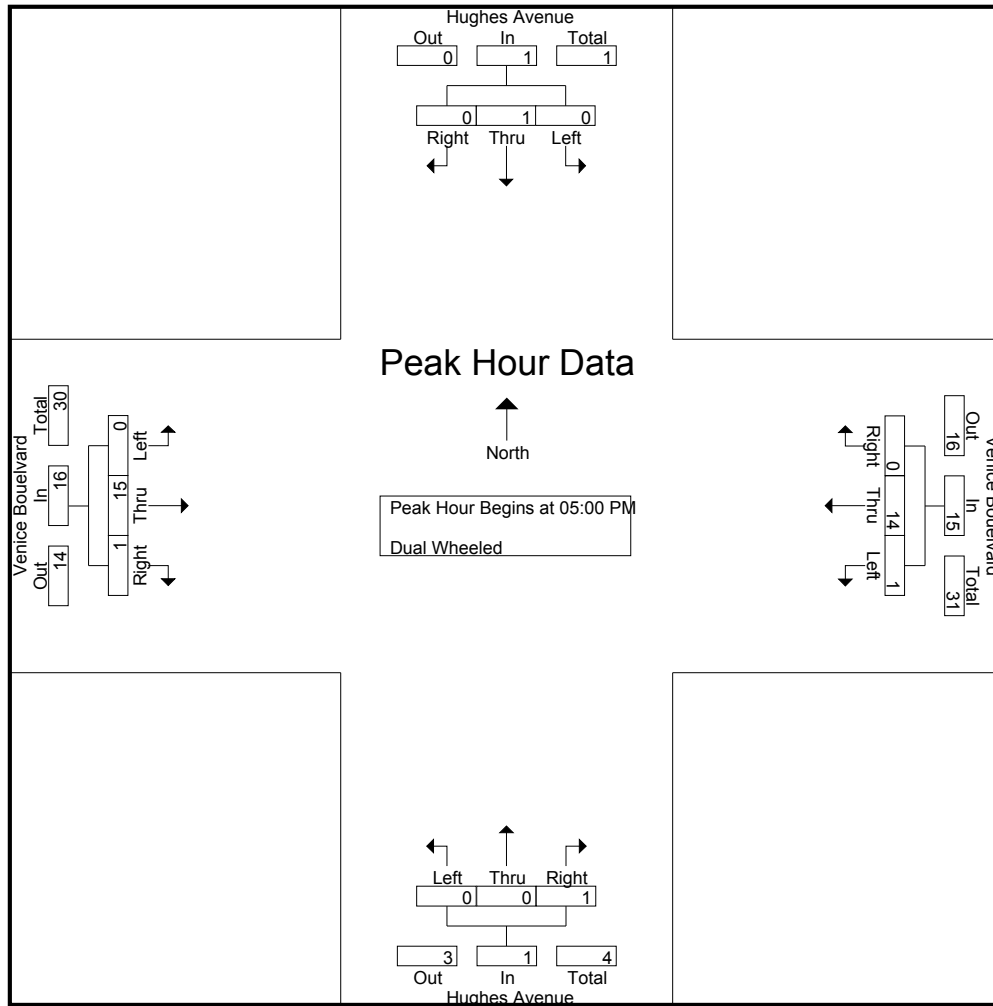
Groups Printed- Dual Wheeled

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

	Hughes Avenue Southbound				Venice Boulevard Westbound				Hughes Avenue Northbound				Venice Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	1	5	0	6	0	0	0	0	0	5	1	6	13
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
05:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5	10
Total Volume	0	1	0	1	1	14	0	15	0	0	1	1	0	15	1	16	33
% App. Total	0	100	0		6.7	93.3	0		0	0	100		0	93.8	6.2		
PHF	.000	.250	.000	.250	.250	.700	.000	.625	.000	.000	.250	.250	.000	.750	.250	.667	.635

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	1	5	0	6	0	0	0	0	0	5	1	6
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	1	1	0	5	0	5
Total Volume	0	1	0	1	1	14	0	15	0	0	1	1	0	15	1	16
% App. Total	0	100	0		6.7	93.3	0		0	0	100		0	93.8	6.2	
PHF	.000	.250	.000	.250	.250	.700	.000	.625	.000	.000	.250	.250	.000	.750	.250	.667

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

File Name : LACHUVEPM
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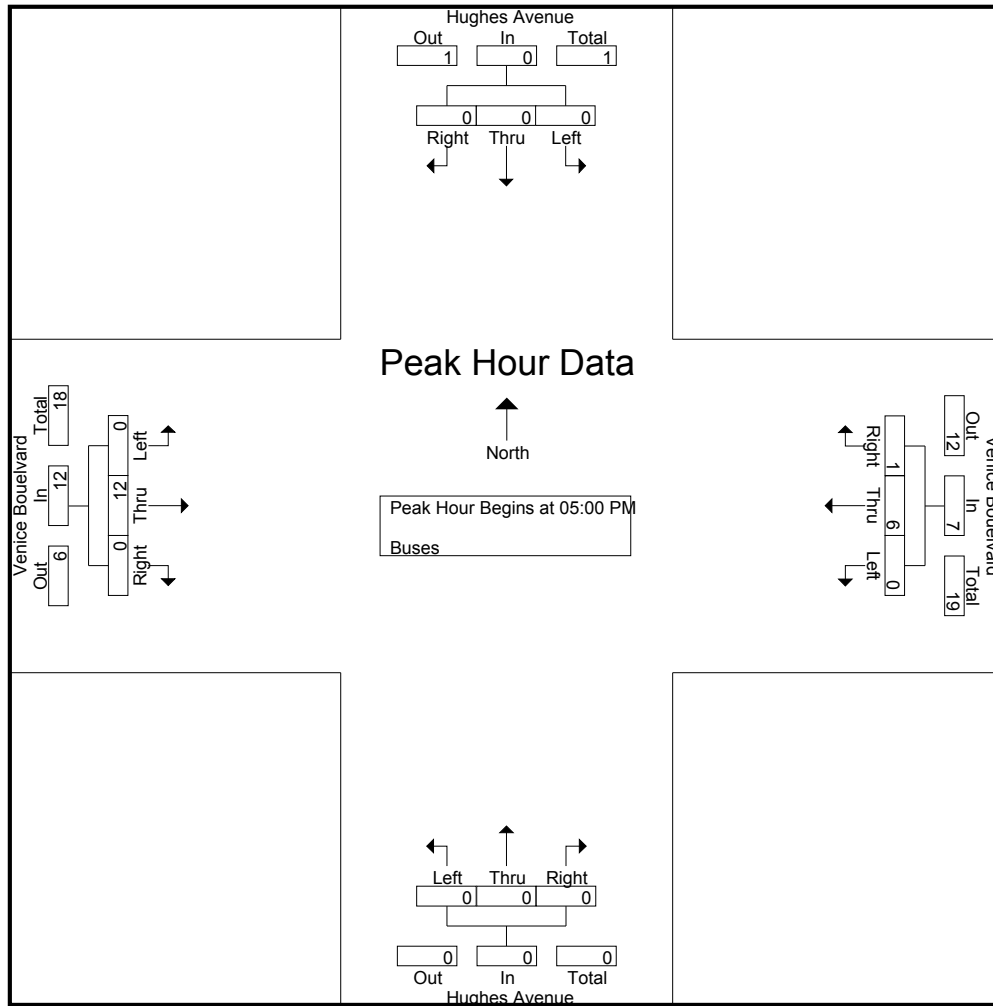
Groups Printed- Buses

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

	Hughes Avenue Southbound				Venice Boulevard Westbound				Hughes Avenue Northbound				Venice Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	0	12	0	12	19
% App. Total	0	0	0		0	85.7	14.3		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.250	.875	.000	.000	.000	.000	.000	.750	.000	.750	.950

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	6	1	7	0	0	0	0	0	12	0	12
% App. Total	0	0	0	0	0	85.7	14.3		0	0	0	0	0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.250	.875	.000	.000	.000	.000	.000	.750	.000	.750

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

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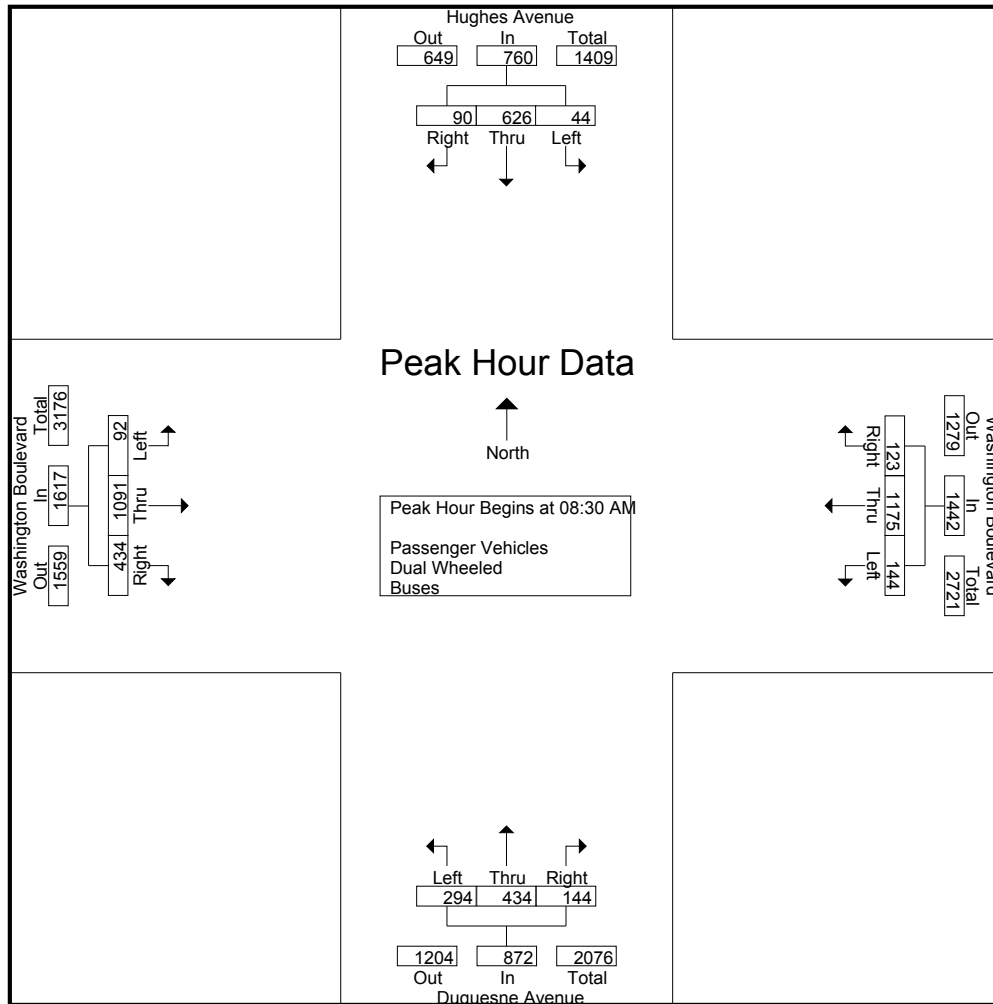
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	18	142	28	188	26	323	28	377	72	124	36	232	20	292	77	389	1186
08:45 AM	8	174	20	202	38	280	40	358	56	124	34	214	22	319	112	453	1227
09:00 AM	8	158	16	182	40	290	28	358	86	90	34	210	26	246	132	404	1154
09:15 AM	10	152	26	188	40	282	27	349	80	96	40	216	24	234	113	371	1124
Total Volume	44	626	90	760	144	1175	123	1442	294	434	144	872	92	1091	434	1617	4691
% App. Total	5.8	82.4	11.8		10	81.5	8.5		33.7	49.8	16.5		5.7	67.5	26.8		
PHF	.611	.899	.804	.941	.900	.909	.769	.956	.855	.875	.900	.940	.885	.855	.822	.892	.956

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

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

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

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

File Name : CVCHUWAAM
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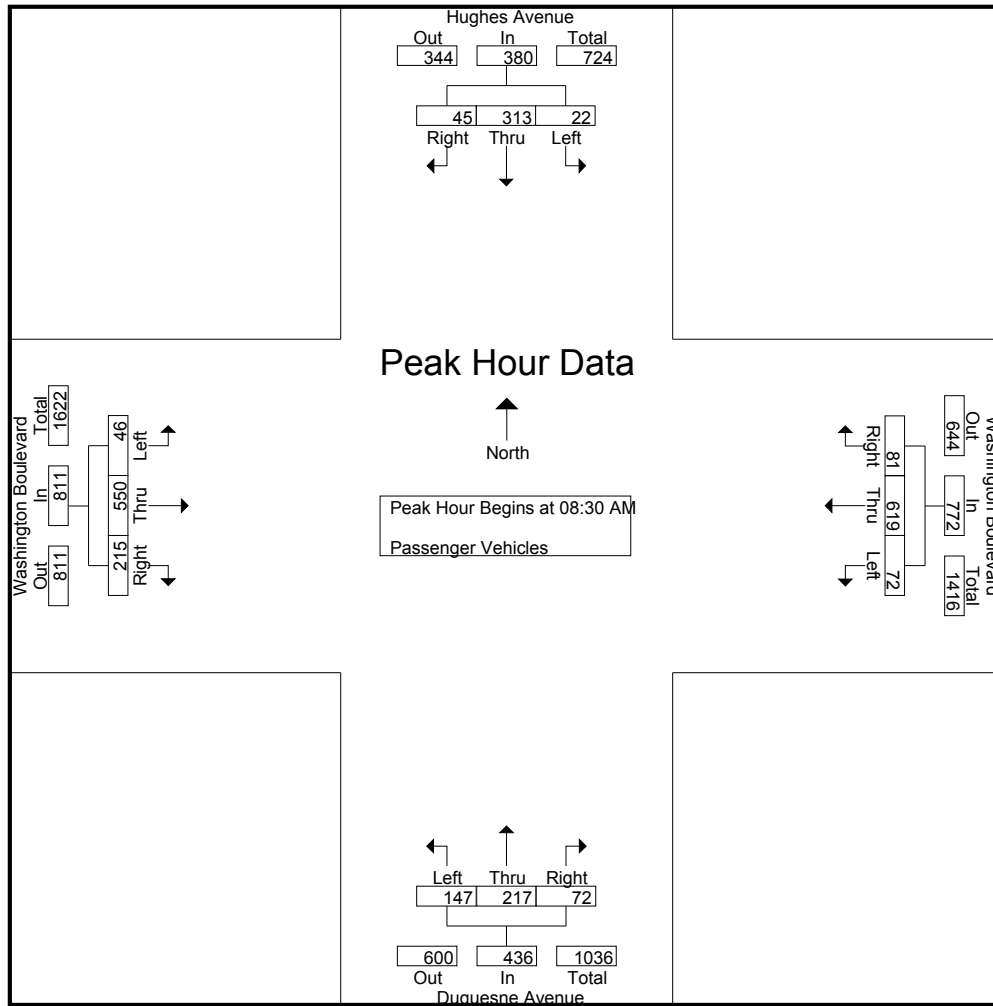
Groups Printed- Passenger Vehicles

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	23	6	29	4	139	3	146	42	41	7	90	6	73	15	94	359
07:15 AM	7	39	8	54	12	145	7	164	46	62	7	115	9	86	15	110	443
07:30 AM	3	49	13	65	15	184	6	205	44	65	13	122	9	94	15	118	510
07:45 AM	1	64	13	78	6	174	11	191	37	56	14	107	11	135	34	180	556
Total	11	175	40	226	37	642	27	706	169	224	41	434	35	388	79	502	1868
08:00 AM	1	58	10	69	10	187	13	210	31	54	12	97	14	143	27	184	560
08:15 AM	9	53	15	77	11	165	13	189	22	62	11	95	14	145	38	197	558
08:30 AM	9	71	14	94	13	176	19	208	36	62	18	116	10	151	38	199	617
08:45 AM	4	87	10	101	19	154	25	198	28	62	17	107	11	159	56	226	632
Total	23	269	49	341	53	682	70	805	117	240	58	415	49	598	159	806	2367
09:00 AM	4	79	8	91	20	144	19	183	43	45	17	105	13	123	65	201	580
09:15 AM	5	76	13	94	20	145	18	183	40	48	20	108	12	117	56	185	570
09:30 AM	6	64	20	90	15	147	25	187	32	47	28	107	16	102	43	161	545
09:45 AM	7	59	14	80	9	124	22	155	33	53	9	95	13	106	36	155	485
Total	22	278	55	355	64	560	84	708	148	193	74	415	54	448	200	702	2180
Grand Total	56	722	144	922	154	1884	181	2219	434	657	173	1264	138	1434	438	2010	6415
Apprch %	6.1	78.3	15.6		6.9	84.9	8.2		34.3	52	13.7		6.9	71.3	21.8		
Total %	0.9	11.3	2.2	14.4	2.4	29.4	2.8	34.6	6.8	10.2	2.7	19.7	2.2	22.4	6.8	31.3	

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

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

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

Culver City
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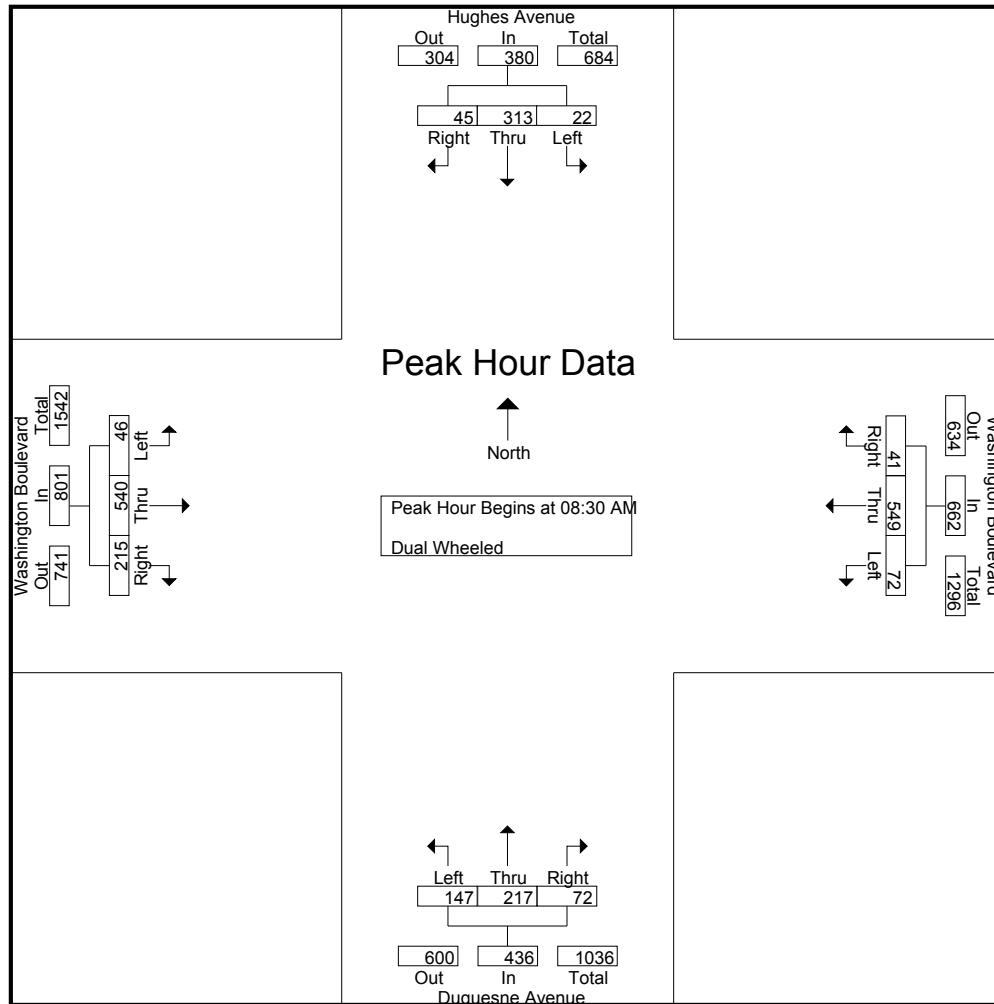
Groups Printed- Dual Wheeled

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	23	6	29	4	139	3	146	42	41	7	90	6	73	15	94	359
07:15 AM	7	39	8	54	12	165	7	184	46	62	7	115	9	76	15	100	453
07:30 AM	3	49	13	65	15	194	6	215	44	65	13	122	9	94	15	118	520
07:45 AM	1	64	13	78	6	164	11	181	37	56	14	107	11	115	34	160	526
Total	11	175	40	226	37	662	27	726	169	224	41	434	35	358	79	472	1858
08:00 AM	1	58	10	69	10	167	13	190	31	54	12	97	14	133	27	174	530
08:15 AM	9	53	15	77	11	165	13	189	22	62	11	95	14	135	38	187	548
08:30 AM	9	71	14	94	13	146	9	168	36	62	18	116	10	141	38	189	567
08:45 AM	4	87	10	101	19	124	15	158	28	62	17	107	11	159	56	226	592
Total	23	269	49	341	53	602	50	705	117	240	58	415	49	568	159	776	2237
09:00 AM	4	79	8	91	20	144	9	173	43	45	17	105	13	123	65	201	570
09:15 AM	5	76	13	94	20	135	8	163	40	48	20	108	12	117	56	185	550
09:30 AM	6	64	20	90	15	137	15	167	32	47	28	107	16	102	43	161	525
09:45 AM	7	59	14	80	9	104	12	125	33	53	9	95	13	106	36	155	455
Total	22	278	55	355	64	520	44	628	148	193	74	415	54	448	200	702	2100
Grand Total	56	722	144	922	154	1784	121	2059	434	657	173	1264	138	1374	438	1950	6195
Apprch %	6.1	78.3	15.6		7.5	86.6	5.9		34.3	52	13.7		7.1	70.5	22.5		
Total %	0.9	11.7	2.3	14.9	2.5	28.8	2	33.2	7	10.6	2.8	20.4	2.2	22.2	7.1	31.5	

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

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

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

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Weather: Clear

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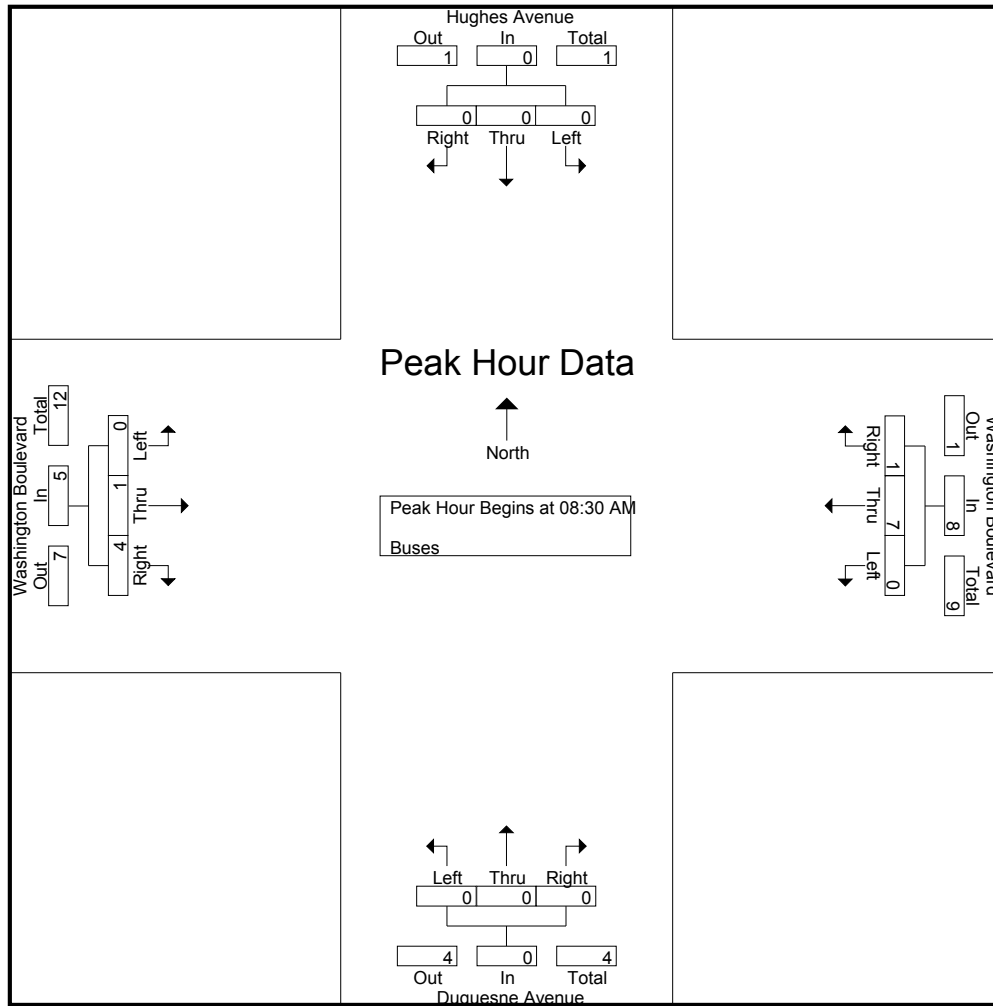
Groups Printed- Buses

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

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

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

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

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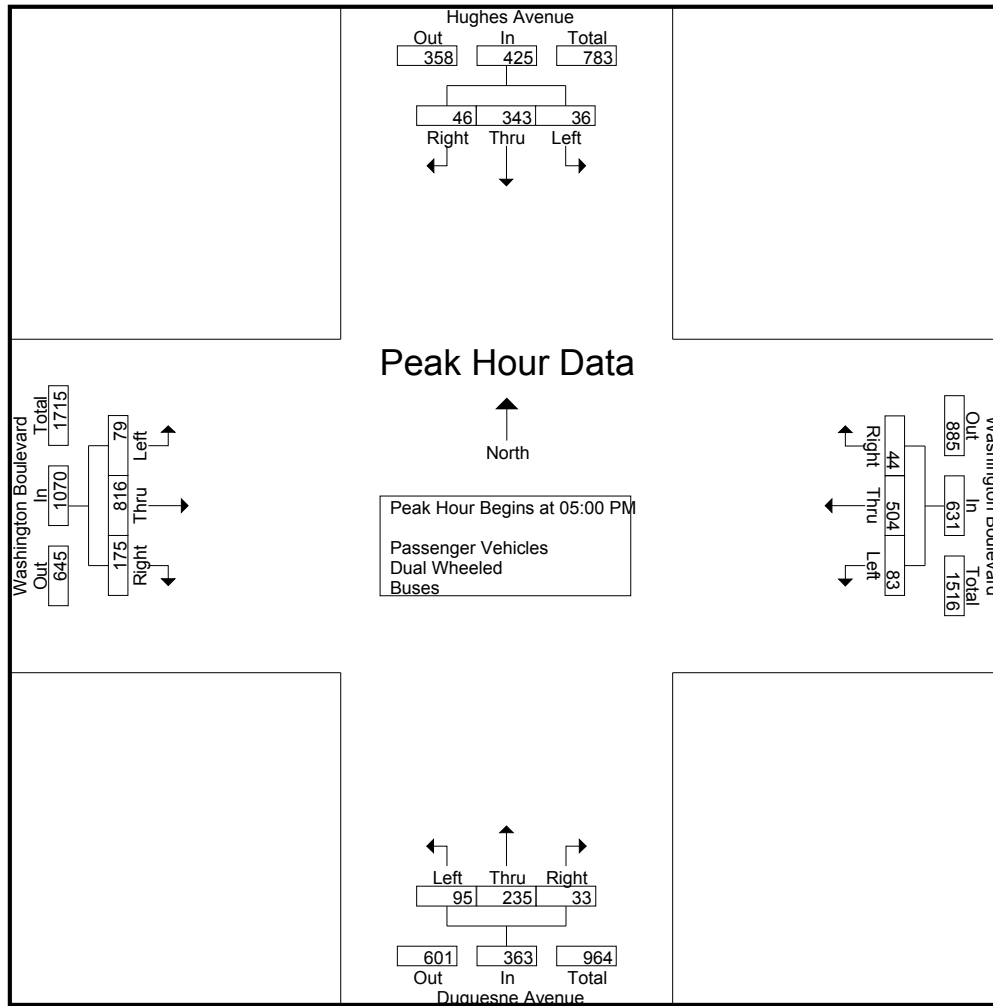
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	96	6	114	22	119	11	152	21	56	7	84	15	201	43	259	609
05:15 PM	11	80	14	105	26	139	16	181	19	75	10	104	17	211	49	277	667
05:30 PM	2	95	14	111	11	127	10	148	27	50	9	86	28	203	54	285	630
05:45 PM	11	72	12	95	24	119	7	150	28	54	7	89	19	201	29	249	583
Total Volume	36	343	46	425	83	504	44	631	95	235	33	363	79	816	175	1070	2489
% App. Total	8.5	80.7	10.8		13.2	79.9	7		26.2	64.7	9.1		7.4	76.3	16.4		
PHF	.750	.893	.821	.932	.798	.906	.688	.872	.848	.783	.825	.873	.705	.967	.810	.939	.933

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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	12	96	6	114	22	119	11	152	21	56	7	84	15	201	43	259
+15 mins.	11	80	14	105	26	139	16	181	19	75	10	104	17	211	49	277
+30 mins.	2	95	14	111	11	127	10	148	27	50	9	86	28	203	54	285
+45 mins.	11	72	12	95	24	119	7	150	28	54	7	89	19	201	29	249
Total Volume	36	343	46	425	83	504	44	631	95	235	33	363	79	816	175	1070
% App. Total	8.5	80.7	10.8		13.2	79.9	7		26.2	64.7	9.1		7.4	76.3	16.4	
PHF	.750	.893	.821	.932	.798	.906	.688	.872	.848	.783	.825	.873	.705	.967	.810	.939

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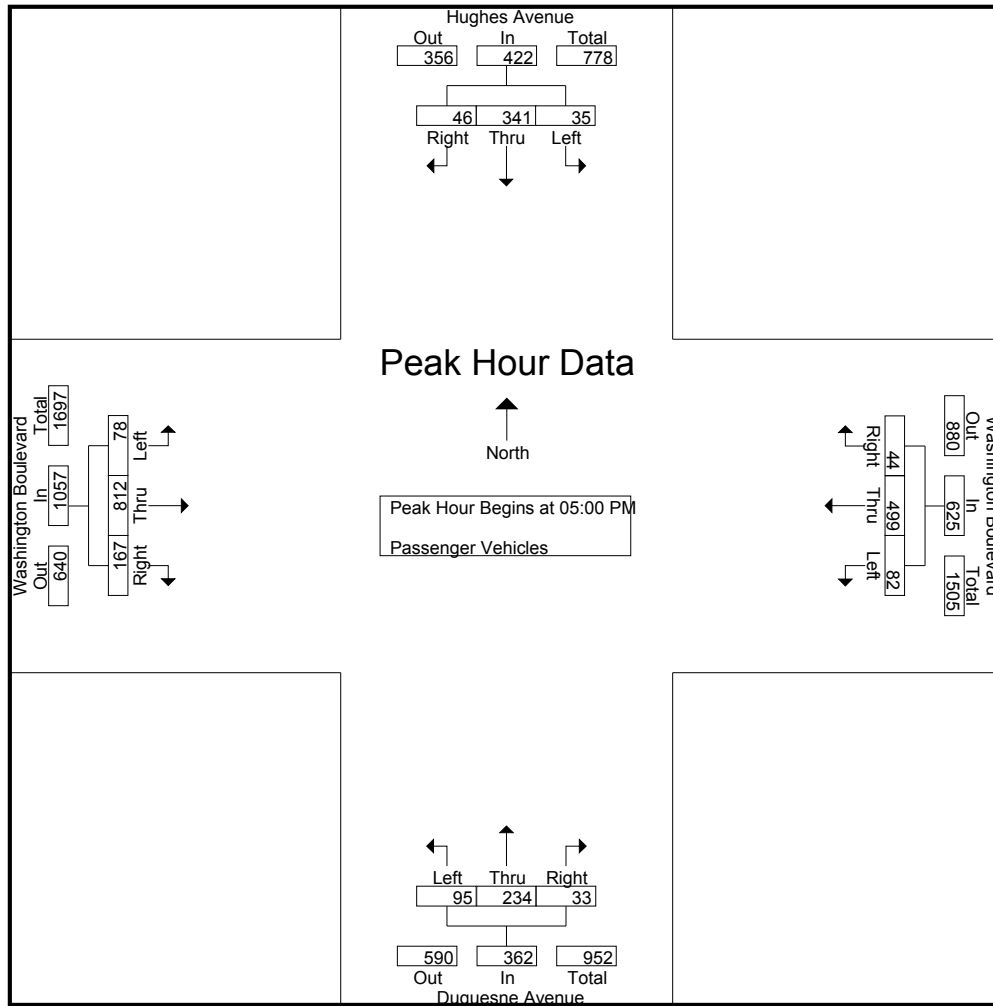
Groups Printed- Passenger Vehicles

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

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	94	6	111	22	118	11	151	21	56	7	84	15	199	41	255	601
05:15 PM	11	80	14	105	26	137	16	179	19	75	10	104	17	210	47	274	662
05:30 PM	2	95	14	111	11	127	10	148	27	49	9	85	27	203	52	282	626
05:45 PM	11	72	12	95	23	117	7	147	28	54	7	89	19	200	27	246	577
Total Volume	35	341	46	422	82	499	44	625	95	234	33	362	78	812	167	1057	2466
% App. Total	8.3	80.8	10.9		13.1	79.8	7		26.2	64.6	9.1		7.4	76.8	15.8		
PHF	.795	.897	.821	.950	.788	.911	.688	.873	.848	.780	.825	.870	.722	.967	.803	.937	.931

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

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	11	94	6	111	22	118	11	151	21	56	7	84	15	199	41	255
+15 mins.	11	80	14	105	26	137	16	179	19	75	10	104	17	210	47	274
+30 mins.	2	95	14	111	11	127	10	148	27	49	9	85	27	203	52	282
+45 mins.	11	72	12	95	23	117	7	147	28	54	7	89	19	200	27	246
Total Volume	35	341	46	422	82	499	44	625	95	234	33	362	78	812	167	1057
% App. Total	8.3	80.8	10.9		13.1	79.8	7		26.2	64.6	9.1		7.4	76.8	15.8	
PHF	.795	.897	.821	.950	.788	.911	.688	.873	.848	.780	.825	.870	.722	.967	.803	.937

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

File Name : CVCHUWAPM
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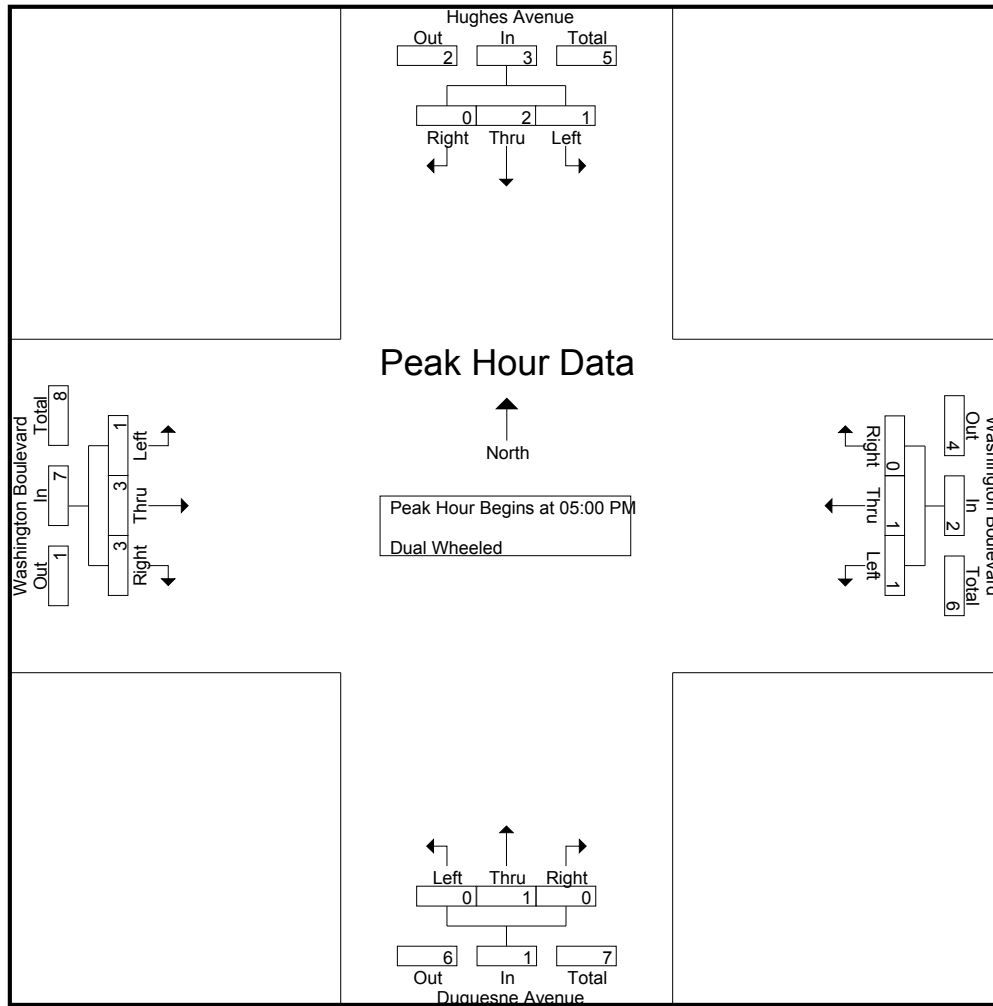
Groups Printed- Dual Wheeled

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

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	1	1	2	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	3	4
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	1	2	0	3	1	1	0	2	0	1	0	1	1	3	3	7	13
% App. Total	33.3	66.7	0		50	50	0		0	100	0		14.3	42.9	42.9		
PHF	.250	.250	.000	.250	.250	.250	.000	.500	.000	.250	.000	.250	.250	.750	.375	.583	.542

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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	1	2	0	3	0	1	0	1	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	1	0	2	3
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
Total Volume	1	2	0	3	1	1	0	2	0	1	0	1	1	3	3	7
% App. Total	33.3	66.7	0		50	50	0		0	100	0		14.3	42.9	42.9	
PHF	.250	.250	.000	.250	.250	.250	.000	.500	.000	.250	.000	.250	.250	.750	.375	.583

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

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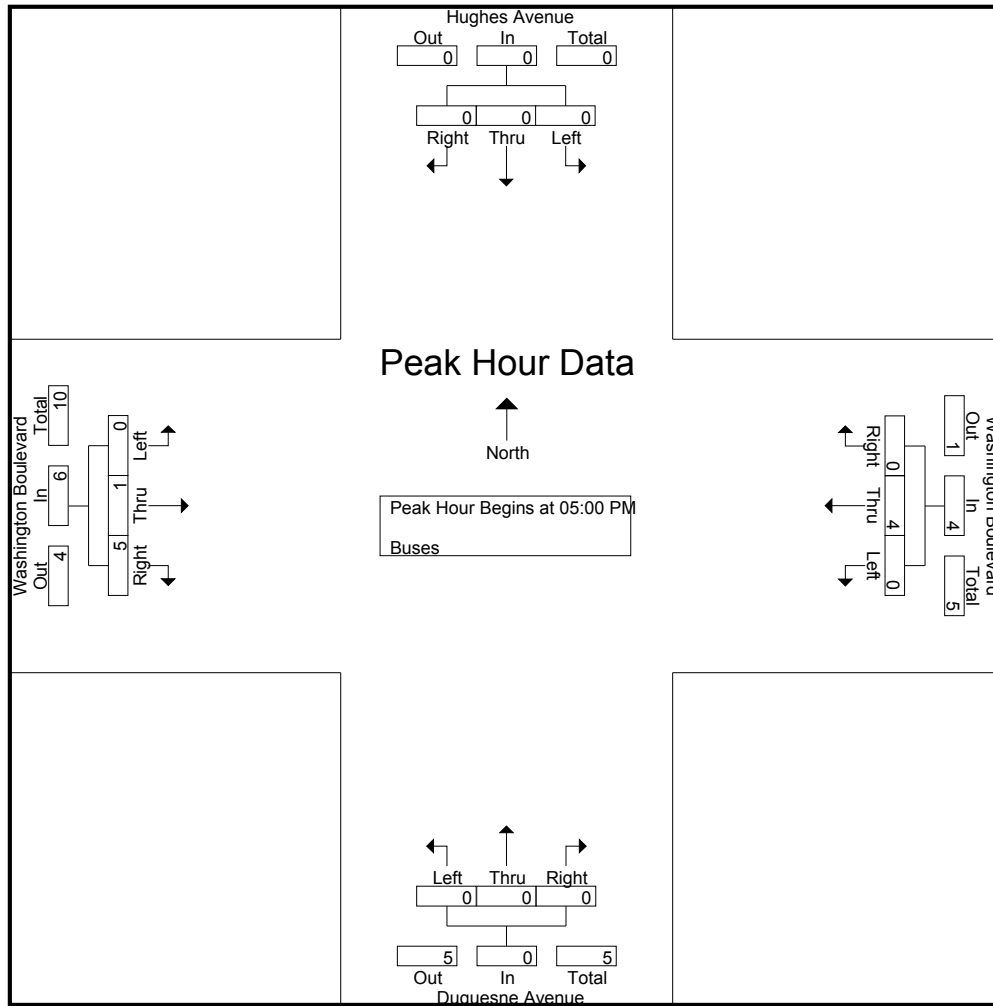
Groups Printed- Buses

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

	Hughes Avenue Southbound				Washington Boulevard Westbound				Duquesne Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	2	4
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	5	6	10
% App. Total	0	0	0		0	100	0		0	0	0		0	16.7	83.3		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.625	.750	.625

Culver City
N/S: Hughes Avenue/Duquesne Ave
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

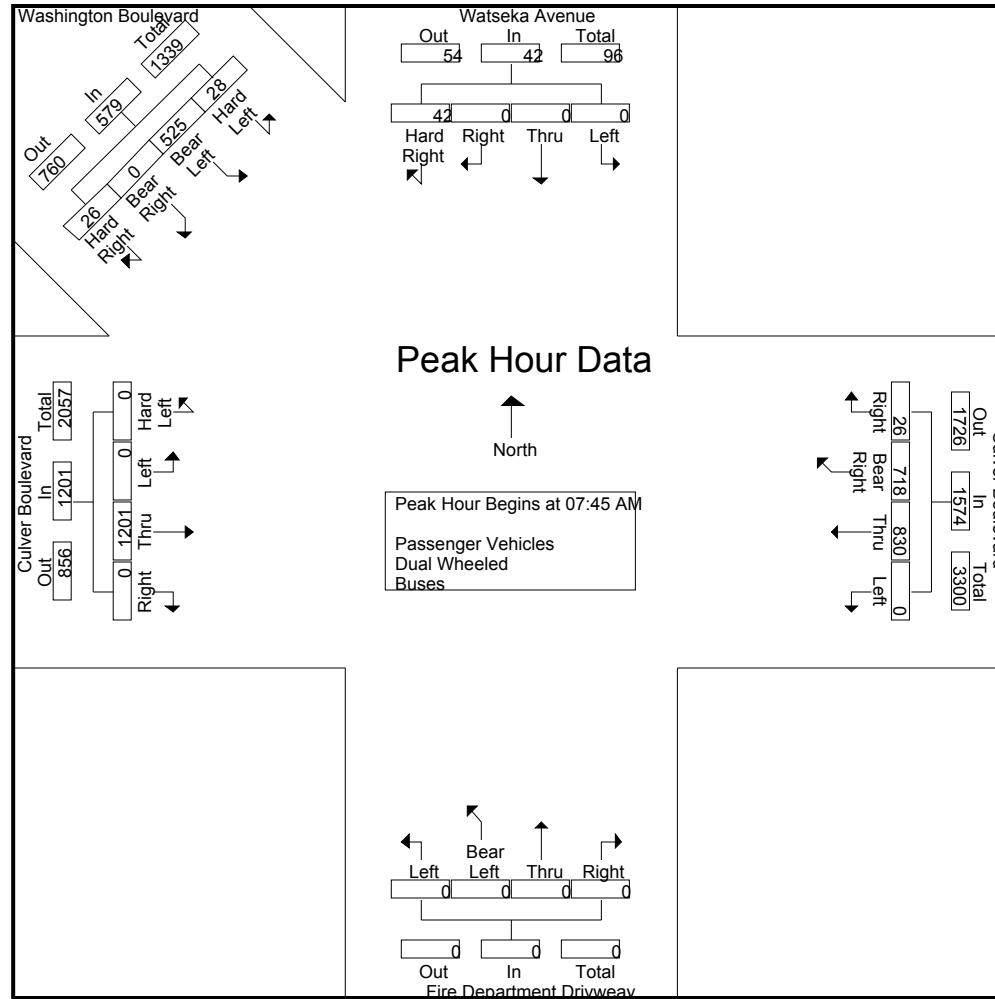
Culver City
N/S: Watseka Avenue/Fire Department DW
E/W: Washington Boulevard/Culver Blvd
Weather: Clear

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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:45 AM																											
07:45 AM	0	0	0	6	6	0	209	177	9	395	0	0	0	0	0	0	0	303	0	303	2	126	0	4	132	836	
08:00 AM	0	0	0	11	11	0	226	184	3	413	0	0	0	0	0	0	0	315	0	315	7	132	0	5	144	883	
08:15 AM	0	0	0	12	12	0	176	183	8	367	0	0	0	0	0	0	0	284	0	284	6	131	0	10	147	810	
08:30 AM	0	0	0	13	13	0	219	174	6	399	0	0	0	0	0	0	0	299	0	299	13	136	0	7	156	867	
Total Volume	0	0	0	42	42	0	830	718	26	1574	0	0	0	0	0	0	0	1201	0	1201	28	525	0	26	579	3396	
% App. Total	0	0	0	100		0	52.7	45.6	1.7		0	0	0	0		0	0	100	0		4.8	90.7	0	4.5			
PHF	.000	.000	.000	.808	.808	.000	.918	.976	.722	.953	.000	.000	.000	.000	.000	.000	.000	.953	.000	.953	.538	.965	.000	.650	.928	.961	

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

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

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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																											
Peak Hour for Each Approach Begins at:																											
	08:45 AM					07:45 AM					07:00 AM					07:15 AM					08:00 AM						
+0 mins.	0	0	0	19	19	0	209	177	9	395	0	0	0	0	0	0	0	293	0	293	7	132	0	5	144		
+15 mins.	0	0	0	17	17	0	226	184	3	413	0	0	0	0	0	0	0	301	0	301	6	131	0	10	147		
+30 mins.	0	0	0	18	18	0	176	183	8	367	0	0	0	0	0	0	0	303	0	303	13	136	0	7	156		
+45 mins.	0	0	0	19	19	0	219	174	6	399	0	0	0	0	0	0	0	315	0	315	9	157	0	8	174		
Total Volume	0	0	0	73	73	0	830	718	26	1574	0	0	0	0	0	0	0	1212	0	1212	35	556	0	30	621		
% App. Total	0	0	0	100		0	52.7	45.6	1.7		0	0	0	0		0	0	100	0		5.6	89.5	0	4.8			
PHF	.000	.000	.000	.961	.961	.000	.918	.976	.722	.953	.000	.000	.000	.000	.000	.000	.000	.962	.000	.962	.673	.885	.000	.750	.892		

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

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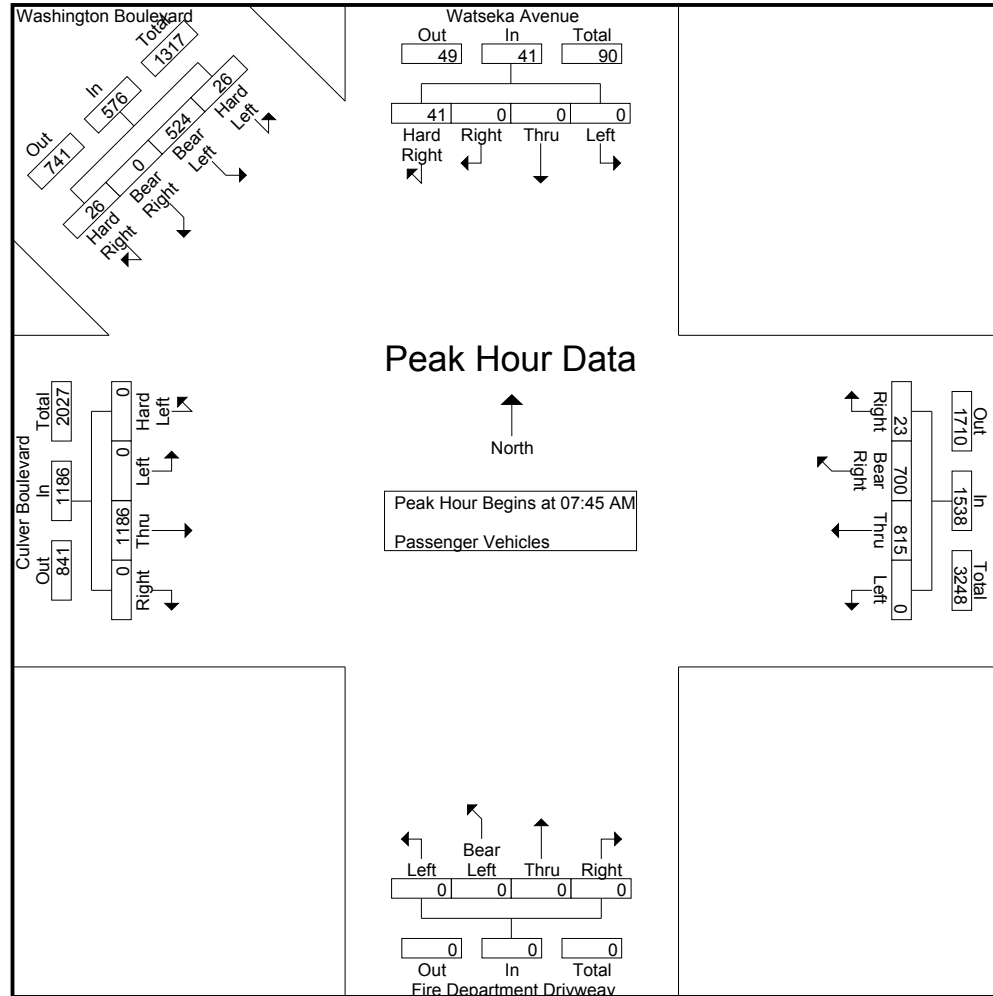
Groups Printed- Passenger Vehicles

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:45 AM																											
07:45 AM	0	0	0	6	6	0	207	171	8	386	0	0	0	0	0	0	0	298	0	298	2	125	0	4	131	821	
08:00 AM	0	0	0	10	10	0	223	181	2	406	0	0	0	0	0	0	0	312	0	312	6	132	0	5	143	871	
08:15 AM	0	0	0	12	12	0	174	179	7	360	0	0	0	0	0	0	0	280	0	280	5	131	0	10	146	798	
08:30 AM	0	0	0	13	13	0	211	169	6	386	0	0	0	0	0	0	0	296	0	296	13	136	0	7	156	851	
Total Volume	0	0	0	41	41	0	815	700	23	1538	0	0	0	0	0	0	0	1186	0	1186	26	524	0	26	576	3341	
% App. Total	0	0	0	100		0	53	45.5	1.5		0	0	0	0		0	0	100	0		4.5	91	0	4.5			
PHF	.000	.000	.000	.788	.788	.000	.914	.967	.719	.947	.000	.000	.000	.000	.000	.000	.000	.950	.000	.950	.500	.963	.000	.650	.923	.959	

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

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

File Name : CVCCUWAAM
Site Code : 10516364
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																											
Peak Hour for Each Approach Begins at:																											
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					07:45 AM						
+0 mins.	0	0	0	6	6	0	207	171	8	386	0	0	0	0	0	0	0	298	0	298	2	125	0	4	131		
+15 mins.	0	0	0	10	10	0	223	181	2	406	0	0	0	0	0	0	0	312	0	312	6	132	0	5	143		
+30 mins.	0	0	0	12	12	0	174	179	7	360	0	0	0	0	0	0	0	280	0	280	5	131	0	10	146		
+45 mins.	0	0	0	13	13	0	211	169	6	386	0	0	0	0	0	0	0	296	0	296	13	136	0	7	156		
Total Volume	0	0	0	41	41	0	815	700	23	1538	0	0	0	0	0	0	0	1186	0	1186	26	524	0	26	576		
% App. Total	0	0	0	100		0	53	45.5	1.5		0	0	0	0		0	0	100	0		4.5	91	0	4.5			
PHF	.000	.000	.000	.788	.788	.000	.914	.967	.719	.947	.000	.000	.000	.000	.000	.000	.000	.950	.000	.950	.500	.963	.000	.650	.923		

Culver City
N/S: Watseka Avenue/Fire Department DW
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Weather: Clear

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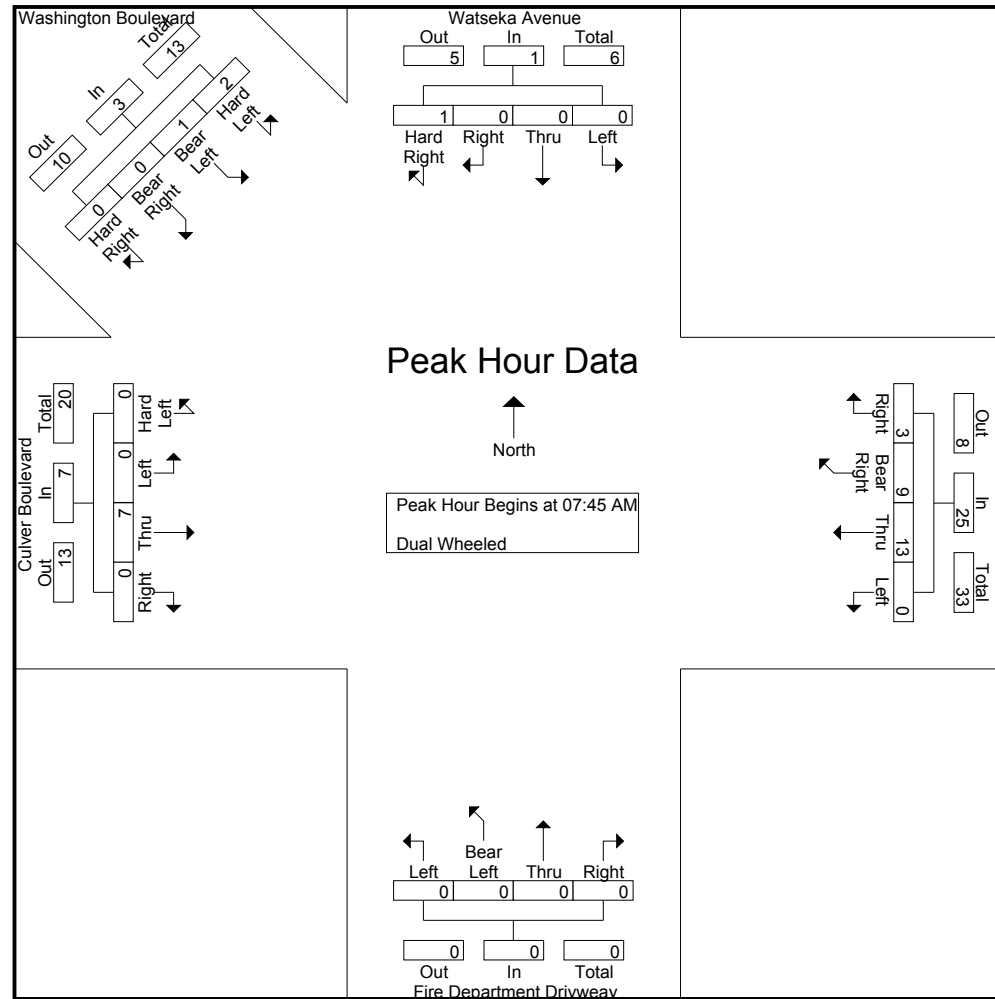
Groups Printed- Dual Wheeled

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:45 AM																											
07:45 AM	0	0	0	0	0	0	1	3	1	5	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	8
08:00 AM	0	0	0	1	1	0	3	1	1	5	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	9
08:15 AM	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	5
08:30 AM	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	14
Total Volume	0	0	0	1	1	0	13	9	3	25	0	0	0	0	0	0	0	7	0	7	2	1	0	0	0	3	36
% App. Total	0	0	0	100		0	52	36	12		0	0	0	0		0	0	100	0		66.7	33.3	0	0			
PHF	.000	.000	.000	.250	.250	.000	.406	.563	.750	.521	.000	.000	.000	.000	.000	.000	.000	.875	.000	.875	.500	.250	.000	.000	.750	.643	

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

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

File Name : CVCCUWAAM
Site Code : 10516364
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	1	3	1	5	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1
+15 mins.	0	0	0	1	1	0	3	1	1	5	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1
+30 mins.	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1
+45 mins.	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	13	9	3	25	0	0	0	0	0	0	0	7	0	7	2	1	0	0	0	3
% App. Total	0	0	0	100		0	52	36	12		0	0	0	0		0	0	100	0		66.7	33.3	0	0		
PHF	.000	.000	.000	.250	.250	.000	.406	.563	.750	.521	.000	.000	.000	.000	.000	.000	.000	.875	.000	.875	.500	.250	.000	.000		.750

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

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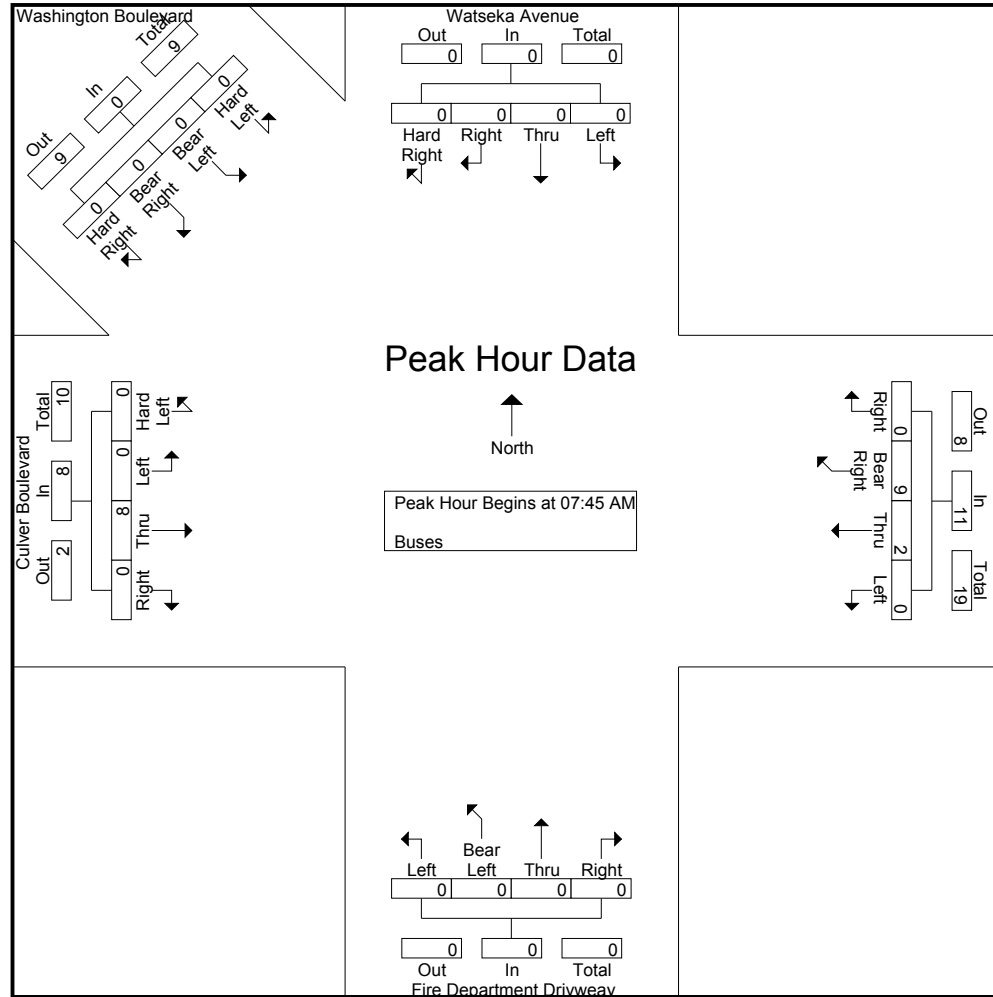
Groups Printed- Buses

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 07:45 AM																											
07:45 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	2	9	0	11	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	19
% App. Total	0	0	0	0	0	0	18.2	81.8	0		0	0	0	0		0	0	100	0		0	0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.500	.750	.000	.688	.000	.000	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000	.679

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

File Name : CVCCUWAAM
Site Code : 10516364
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Culver City
N/S: Watseka Avenue/Fire Department DW
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Weather: Clear

File Name : CVCCUWAAM
Site Code : 10516364
Start Date : 5/25/2016
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	07:45 AM					07:45 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	9	0	11	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	18.2	81.8	0		0	0	0	0	0		0	0	100	0		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.750	.000	.688	.000	.000	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.000

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

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

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

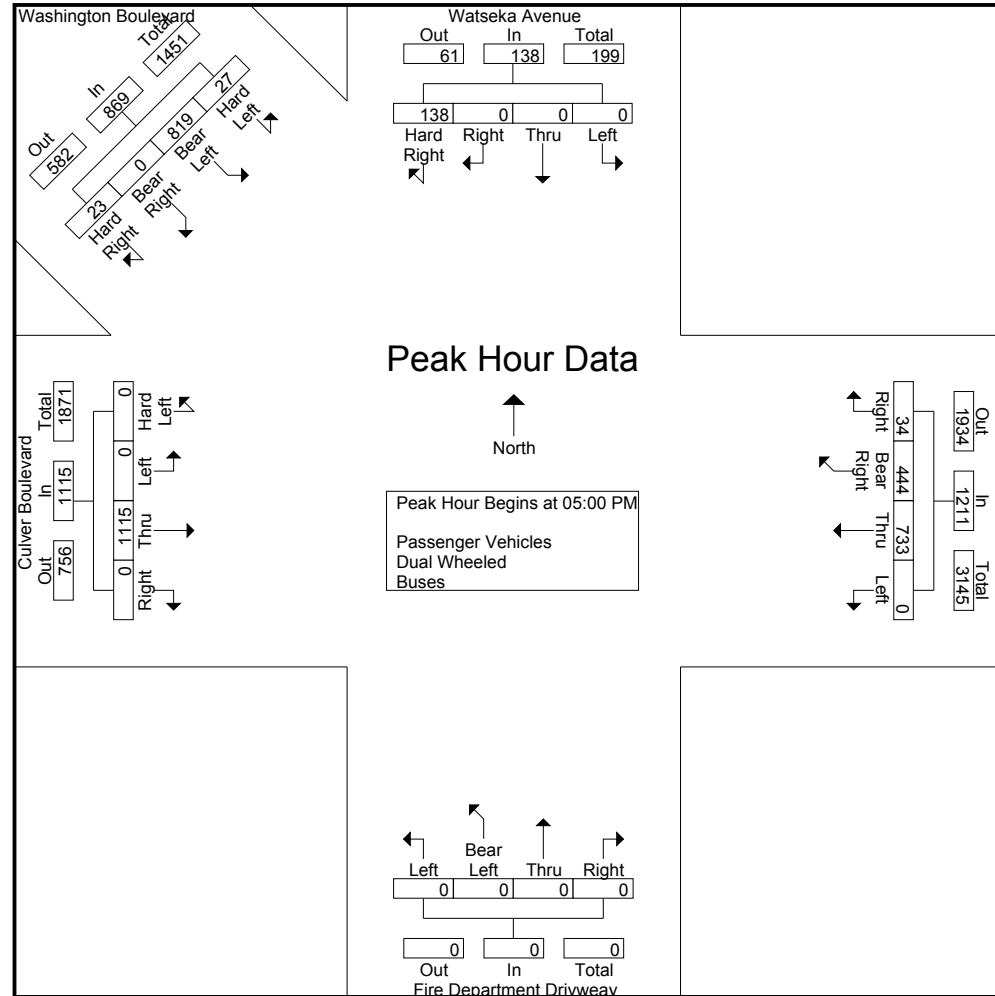
	Watsseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard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

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

Peak Hour for Entire Intersection Begins at 05:00 PM

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

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Culver City
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound					
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	05:00 PM					05:00 PM					03:30 PM					05:00 PM					05:00 PM					
+0 mins.	0	0	0	39	39	0	191	106	6	303	0	0	0	0	0	0	0	301	0	301	6	192	0	6	204	
+15 mins.	0	0	0	37	37	0	177	126	11	314	0	0	0	0	0	0	0	234	0	234	9	213	0	2	224	
+30 mins.	0	0	0	27	27	0	182	106	7	295	0	0	0	0	0	0	0	306	0	306	6	198	0	10	214	
+45 mins.	0	0	0	35	35	0	183	106	10	299	2	0	0	0	2	0	0	274	0	274	6	216	0	5	227	
Total Volume	0	0	0	138	138	0	733	444	34	1211	2	0	0	0	2	0	0	1115	0	1115	27	819	0	23	869	
% App. Total	0	0	0	100		0	60.5	36.7	2.8		100	0	0	0		0	0	100	0		3.1	94.2	0	2.6		
PHF	.000	.000	.000	.885	.885	.000	.959	.881	.773	.964	.250	.000	.000	.000	.250	.000	.000	.911	.000	.911	.750	.948	.000	.575	.957	

Culver City
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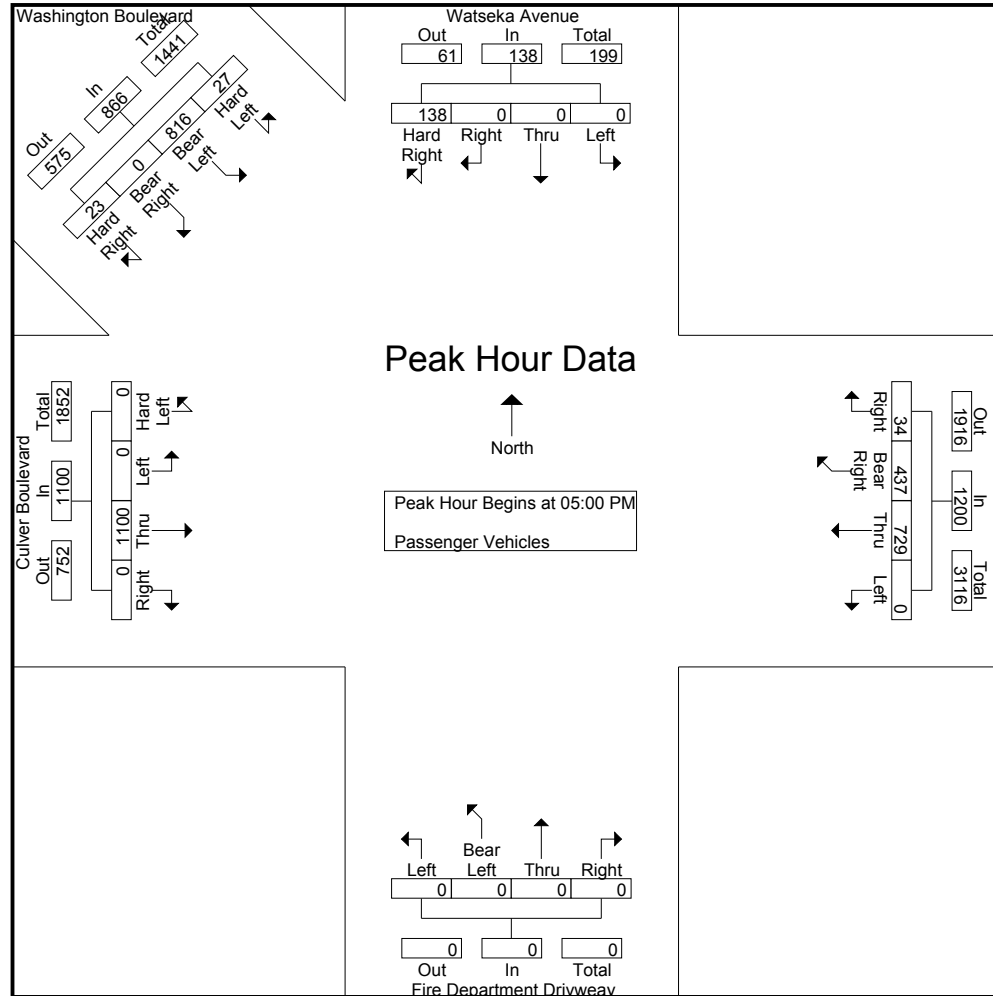
Groups Printed- Passenger Vehicles

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:00 PM																											
05:00 PM	0	0	0	39	39	0	189	104	6	299	0	0	0	0	0	0	0	294	0	294	6	189	0	6	201	833	
05:15 PM	0	0	0	37	37	0	177	125	11	313	0	0	0	0	0	0	0	230	0	230	9	213	0	2	224	804	
05:30 PM	0	0	0	27	27	0	182	104	7	293	0	0	0	0	0	0	0	304	0	304	6	198	0	10	214	838	
05:45 PM	0	0	0	35	35	0	181	104	10	295	0	0	0	0	0	0	0	272	0	272	6	216	0	5	227	829	
Total Volume	0	0	0	138	138	0	729	437	34	1200	0	0	0	0	0	0	0	1100	0	1100	27	816	0	23	866	3304	
% App. Total	0	0	0	100		0	60.8	36.4	2.8		0	0	0	0		0	0	100	0		3.1	94.2	0	2.7			
PHF	.000	.000	.000	.885	.885	.000	.964	.874	.773	.958	.000	.000	.000	.000	.000	.000	.000	.905	.000	.905	.750	.944	.000	.575	.954	.986	

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

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Culver City
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Each Approach Begins at:																											
	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM						
+0 mins.	0	0	0	39	39	0	189	104	6	299	0	0	0	0	0	0	0	294	0	294	6	189	0	6	201		
+15 mins.	0	0	0	37	37	0	177	125	11	313	0	0	0	0	0	0	0	230	0	230	9	213	0	2	224		
+30 mins.	0	0	0	27	27	0	182	104	7	293	0	0	0	0	0	0	0	304	0	304	6	198	0	10	214		
+45 mins.	0	0	0	35	35	0	181	104	10	295	0	0	0	0	0	0	0	272	0	272	6	216	0	5	227		
Total Volume	0	0	0	138	138	0	729	437	34	1200	0	0	0	0	0	0	0	1100	0	1100	27	816	0	23	866		
% App. Total	0	0	0	100		0	60.8	36.4	2.8		0	0	0	0		0	0	100	0		3.1	94.2	0	2.7			
PHF	.000	.000	.000	.885	.885	.000	.964	.874	.773	.958	.000	.000	.000	.000	.000	.000	.000	.905	.000	.905	.750	.944	.000	.575	.954		

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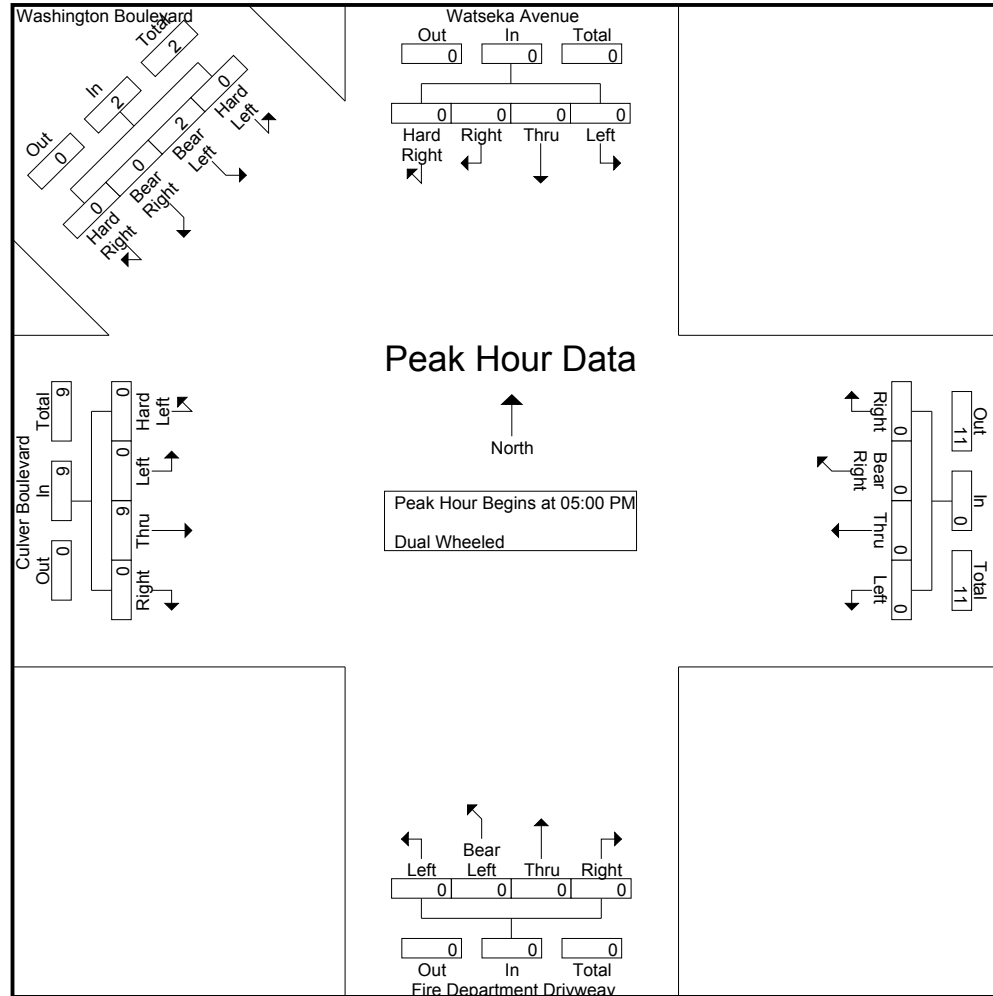
Groups Printed- Dual Wheeled

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:00 PM																											
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	2	0	0	2	8
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	2	0	0	2	11
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.000	.250	.344	

Culver City
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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Each Approach Begins at:																											
	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM						
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	2	0	0	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	2	0	0	0	2	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.250	.000	.000	.000	.250	

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

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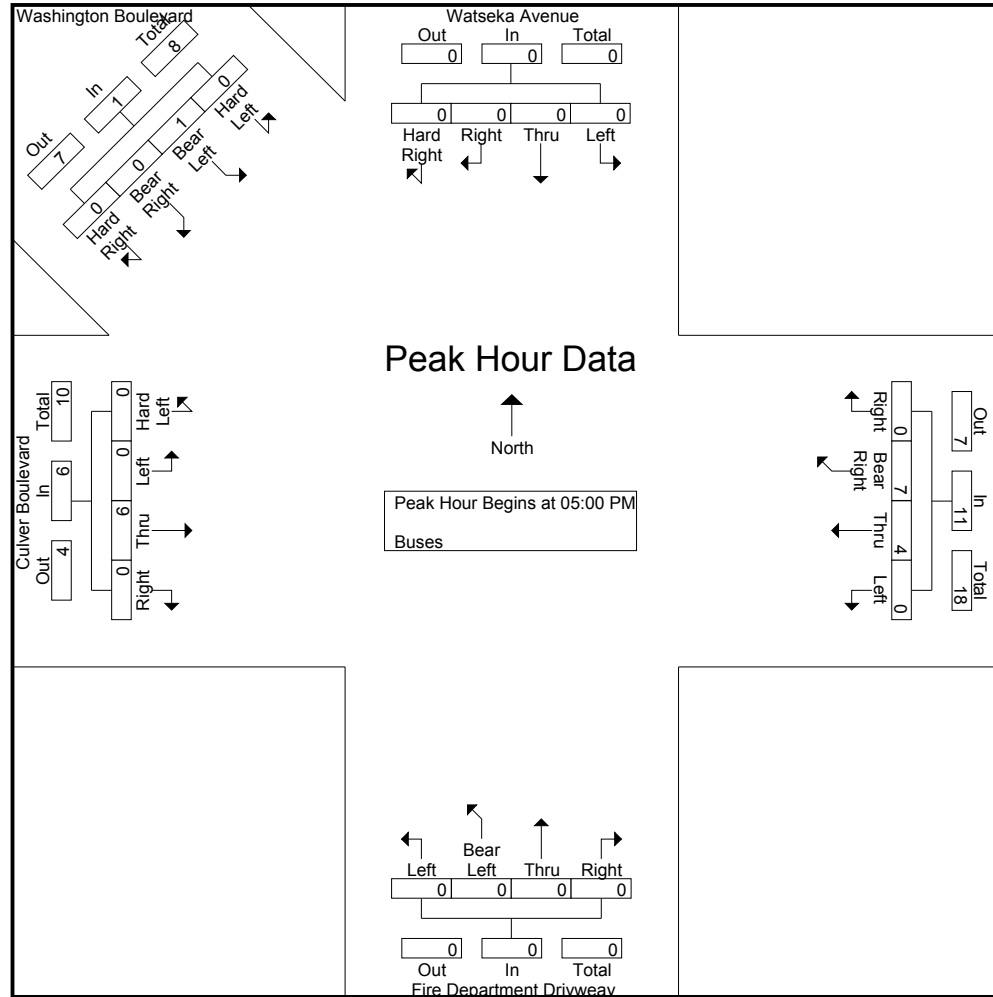
Groups Printed- Buses

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

	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound							
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																												
Peak Hour for Entire Intersection Begins at 05:00 PM																												
05:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	6
Total Volume	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	0	6	0	6	0	1	0	0	0	1	18	
% App. Total	0	0	0	0	0	0	36.4	63.6	0		0	0	0	0		0	0	100	0		0	100	0	0				
PHF	.000	.000	.000	.000	.000	.000	.500	.875	.000	.688	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.250	.000	.000	.250	.750		

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

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

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	Watseka Avenue Southbound					Culver Boulevard Westbound					Fire Department Driveway Northbound					Culver Boulevard Eastbound					Washington Boulevard Southeastbound						
Start Time	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																											
Peak Hour for Each Approach Begins at:																											
	05:00 PM					05:00 PM					05:00 PM					05:00 PM					05:00 PM						
+0 mins.	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	0	6	0	6	0	1	0	0	0	1	
% App. Total	0	0	0	0	0	0	36.4	63.6	0		0	0	0	0	0	0	0	100	0		0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.875	.000	.688	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.250	.000	.000	.250		

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

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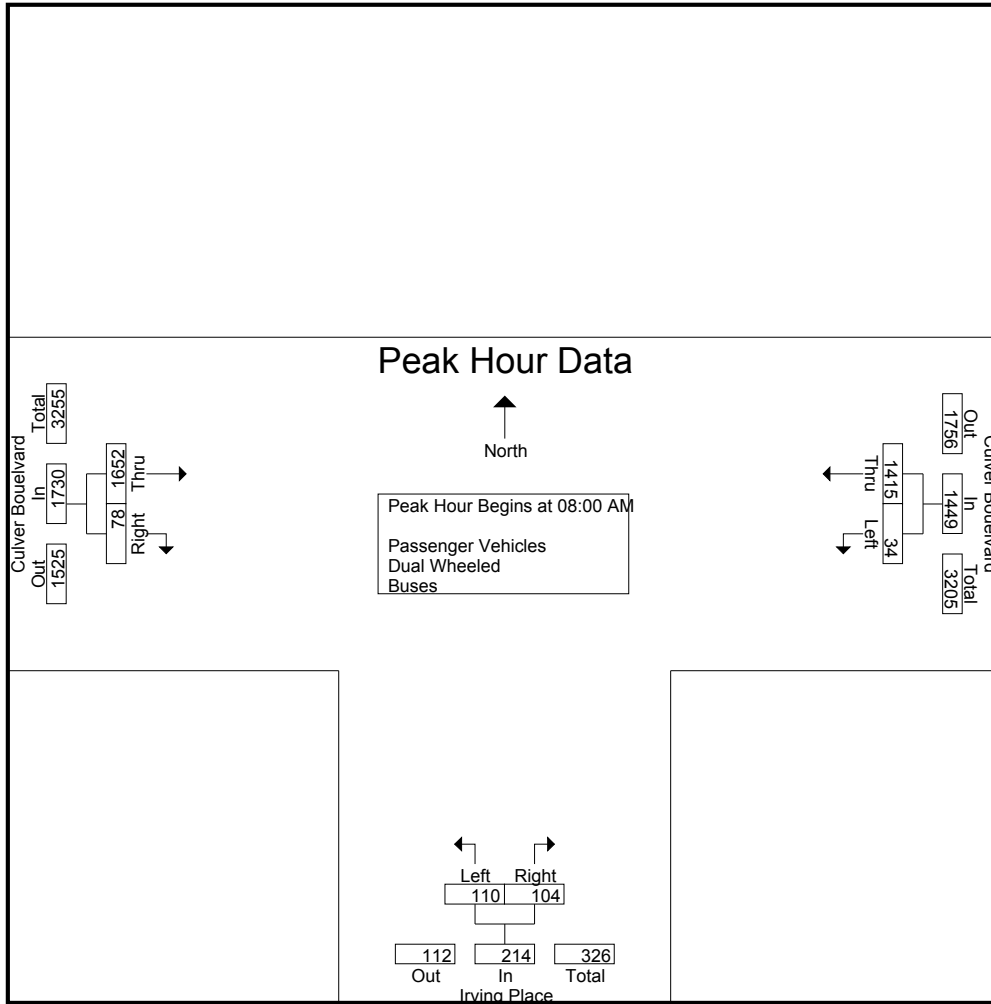
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	10	380	390	26	26	52	434	18	452	894
08:15 AM	12	336	348	25	22	47	388	33	421	816
08:30 AM	5	352	357	39	27	66	411	23	434	857
08:45 AM	7	347	354	20	29	49	419	4	423	826
Total Volume	34	1415	1449	110	104	214	1652	78	1730	3393
% App. Total	2.3	97.7		51.4	48.6		95.5	4.5		
PHF	.708	.931	.929	.705	.897	.811	.952	.591	.957	.949

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

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

Peak Hour for Each Approach Begins at:

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

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

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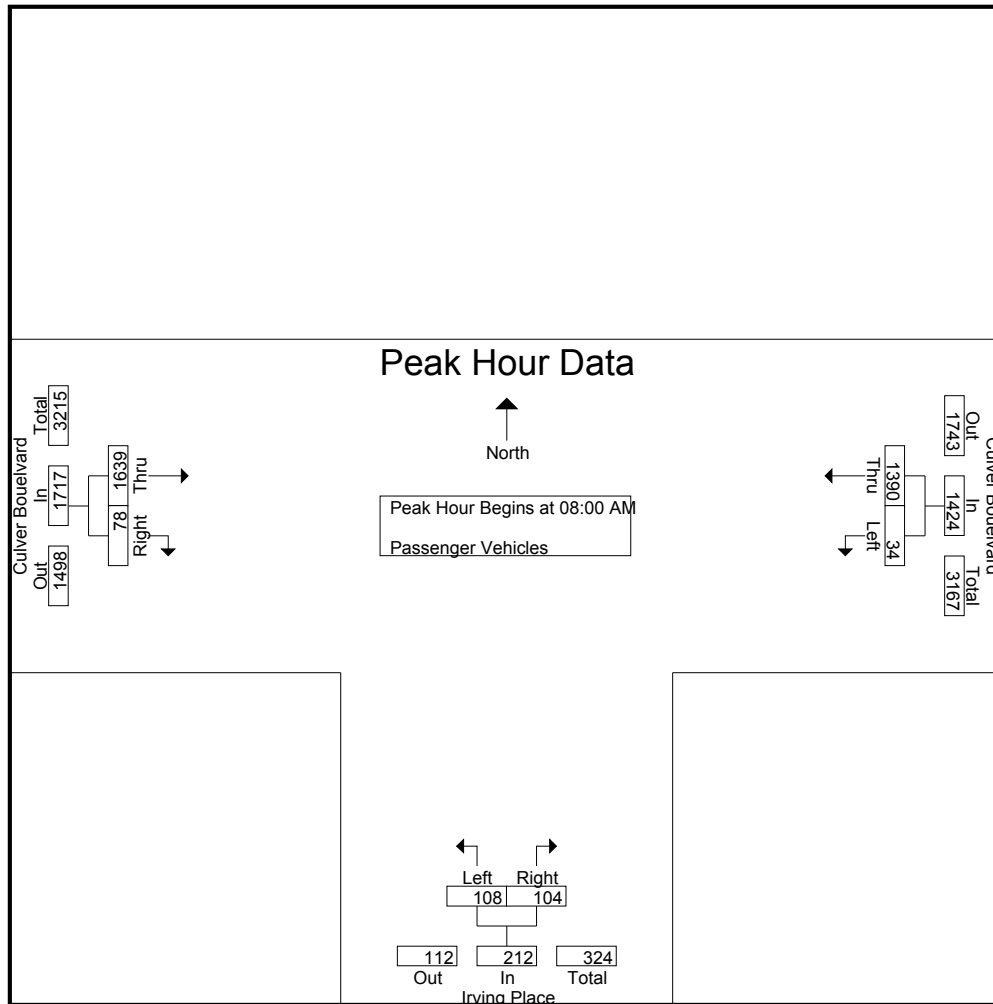
Groups Printed- Passenger Vehicles

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	10	378	388	26	26	52	431	18	449	889
08:15 AM	12	330	342	25	22	47	384	33	417	806
08:30 AM	5	342	347	39	27	66	409	23	432	845
08:45 AM	7	340	347	18	29	47	415	4	419	813
Total Volume	34	1390	1424	108	104	212	1639	78	1717	3353
% App. Total	2.4	97.6		50.9	49.1		95.5	4.5		
PHF	.708	.919	.918	.692	.897	.803	.951	.591	.956	.943

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

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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	10	378	388	26	26	52	431	18	449
+15 mins.	12	330	342	25	22	47	384	33	417
+30 mins.	5	342	347	39	27	66	409	23	432
+45 mins.	7	340	347	18	29	47	415	4	419
Total Volume	34	1390	1424	108	104	212	1639	78	1717
% App. Total	2.4	97.6		50.9	49.1		95.5	4.5	
PHF	.708	.919	.918	.692	.897	.803	.951	.591	.956

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

File Name : CVCIRCUAM
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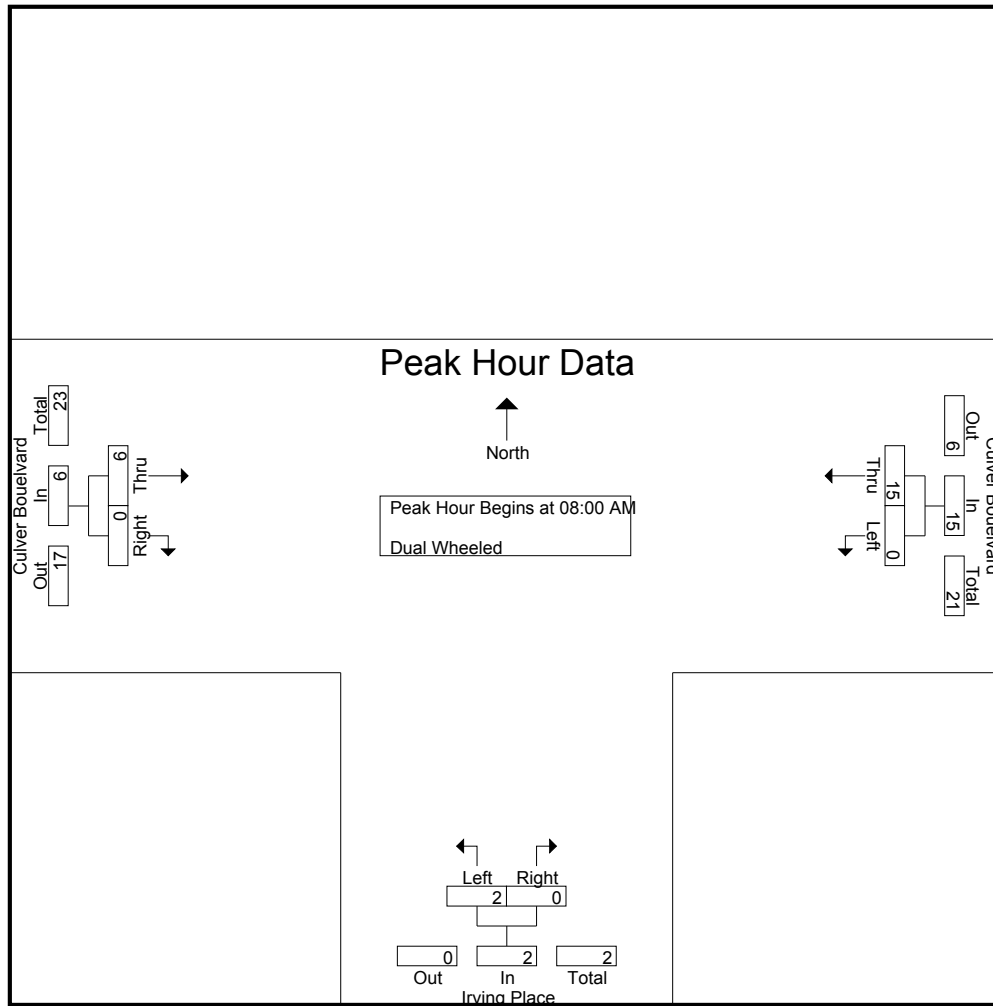
Groups Printed- Dual Wheeled

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	2	2	0	0	0	2	0	2	4
08:15 AM	0	4	4	0	0	0	1	0	1	5
08:30 AM	0	5	5	0	0	0	1	0	1	6
08:45 AM	0	4	4	2	0	2	2	0	2	8
Total Volume	0	15	15	2	0	2	6	0	6	23
% App. Total	0	100		100	0		100	0		
PHF	.000	.750	.750	.250	.000	.250	.750	.000	.750	.719

Culver City
N/S: Irving Place
E/W: Culver Boulevard
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	2	2	0	0	0	2	0	2
+15 mins.	0	4	4	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	1	0	1
+45 mins.	0	4	4	2	0	2	2	0	2
Total Volume	0	15	15	2	0	2	6	0	6
% App. Total	0	100		100	0		100	0	
PHF	.000	.750	.750	.250	.000	.250	.750	.000	.750

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

File Name : CVCIRCUAM
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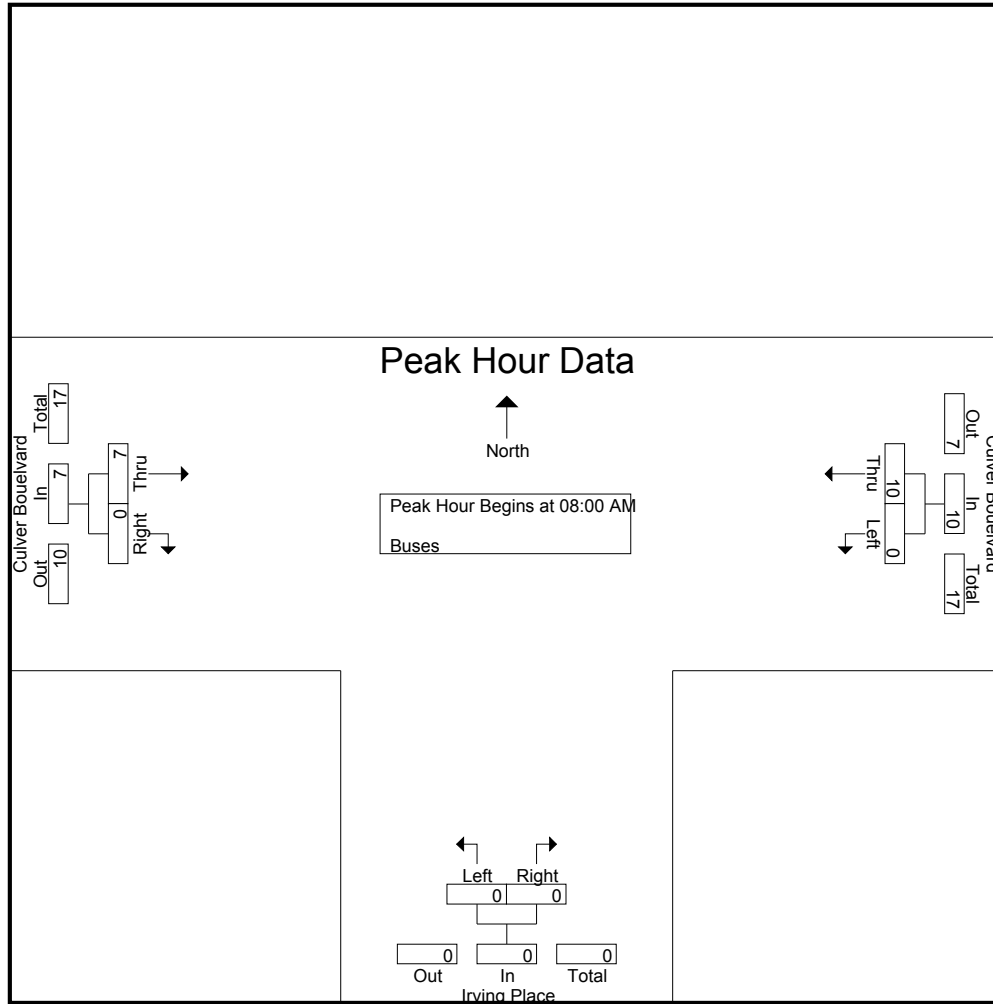
Groups Printed- Buses

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	2	0	2	4
07:15 AM	0	1	1	0	0	0	5	0	5	6
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	4	4	0	0	0	12	0	12	16
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	2	2	0	0	0	3	0	3	5
08:30 AM	0	5	5	0	0	0	1	0	1	6
08:45 AM	0	3	3	0	0	0	2	0	2	5
Total	0	10	10	0	0	0	7	0	7	17
09:00 AM	0	3	3	0	0	0	3	0	3	6
09:15 AM	0	3	3	0	0	0	3	0	3	6
09:30 AM	0	4	4	0	0	0	1	0	1	5
09:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	12	12	0	0	0	8	0	8	20
Grand Total	0	26	26	0	0	0	27	0	27	53
Apprch %	0	100		0	0		100	0		
Total %	0	49.1	49.1	0	0	0	50.9	0	50.9	

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	2	2	0	0	0	3	0	3	5
08:30 AM	0	5	5	0	0	0	1	0	1	6
08:45 AM	0	3	3	0	0	0	2	0	2	5
Total Volume	0	10	10	0	0	0	7	0	7	17
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.583	.000	.583	.708

Culver City
N/S: Irving Place
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Weather: Clear

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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	2	2	0	0	0	3	0	3
+30 mins.	0	5	5	0	0	0	1	0	1
+45 mins.	0	3	3	0	0	0	2	0	2
Total Volume	0	10	10	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.583	.000	.583

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

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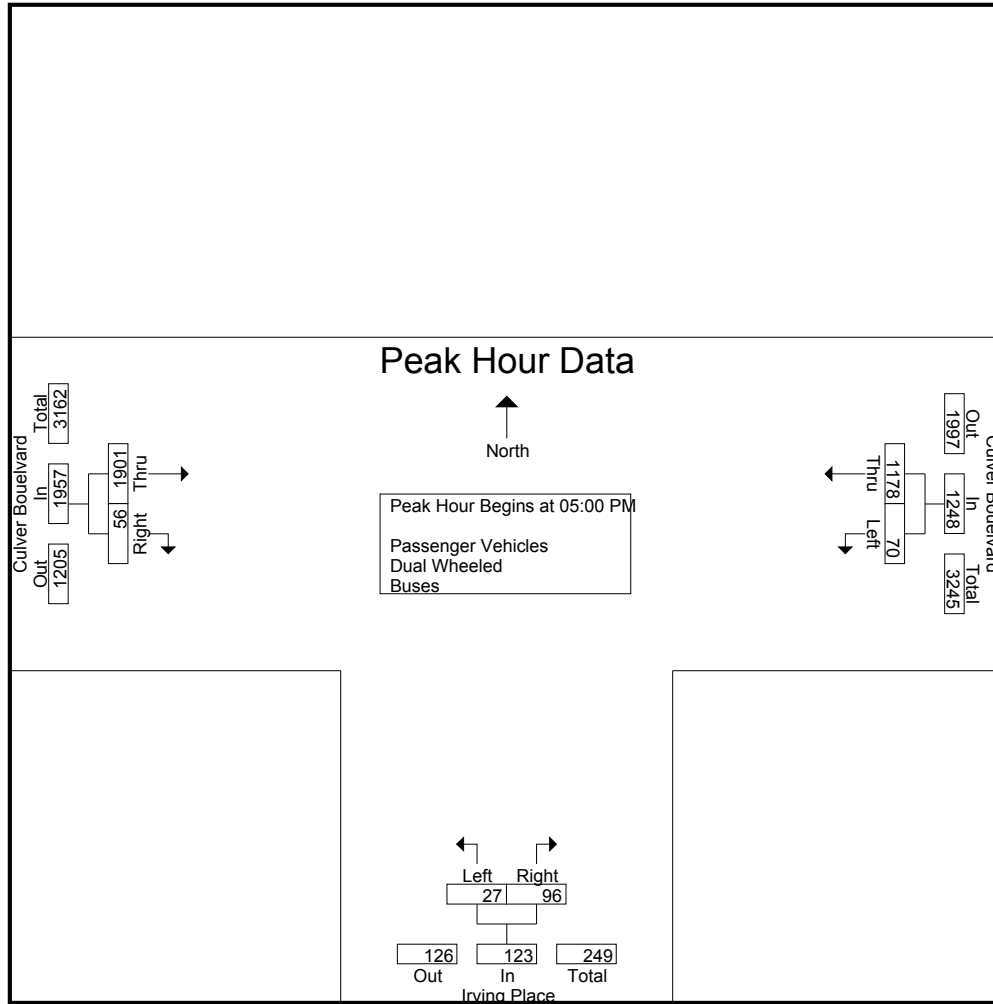
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	17	304	321	4	7	11	478	15	493	825
05:15 PM	19	294	313	14	22	36	449	14	463	812
05:30 PM	18	283	301	6	26	32	506	12	518	851
05:45 PM	16	297	313	3	41	44	468	15	483	840
Total Volume	70	1178	1248	27	96	123	1901	56	1957	3328
% App. Total	5.6	94.4		22	78		97.1	2.9		
PHF	.921	.969	.972	.482	.585	.699	.939	.933	.944	.978

Culver City
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Weather: Clear

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

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

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

File Name : CVCIRCUPM
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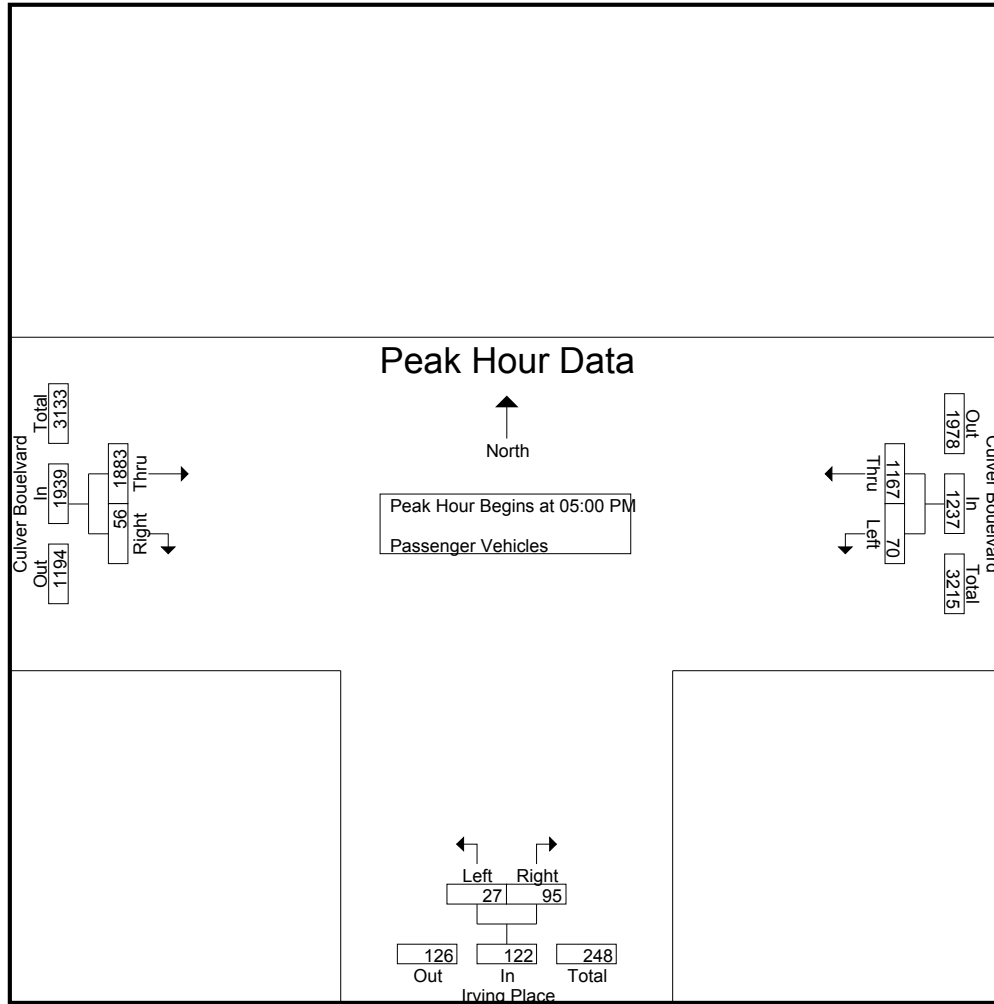
Groups Printed- Passenger Vehicles

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	17	299	316	4	7	11	470	15	485	812
05:15 PM	19	294	313	14	22	36	444	14	458	807
05:30 PM	18	281	299	6	26	32	504	12	516	847
05:45 PM	16	293	309	3	40	43	465	15	480	832
Total Volume	70	1167	1237	27	95	122	1883	56	1939	3298
% App. Total	5.7	94.3		22.1	77.9		97.1	2.9		
PHF	.921	.976	.979	.482	.594	.709	.934	.933	.939	.973

Culver City
N/S: Irving Place
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	17	299	316	4	7	11	470	15	485
+15 mins.	19	294	313	14	22	36	444	14	458
+30 mins.	18	281	299	6	26	32	504	12	516
+45 mins.	16	293	309	3	40	43	465	15	480
Total Volume	70	1167	1237	27	95	122	1883	56	1939
% App. Total	5.7	94.3		22.1	77.9		97.1	2.9	
PHF	.921	.976	.979	.482	.594	.709	.934	.933	.939

Culver City
N/S: Irving Place
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Weather: Clear

File Name : CVCIRCUPM
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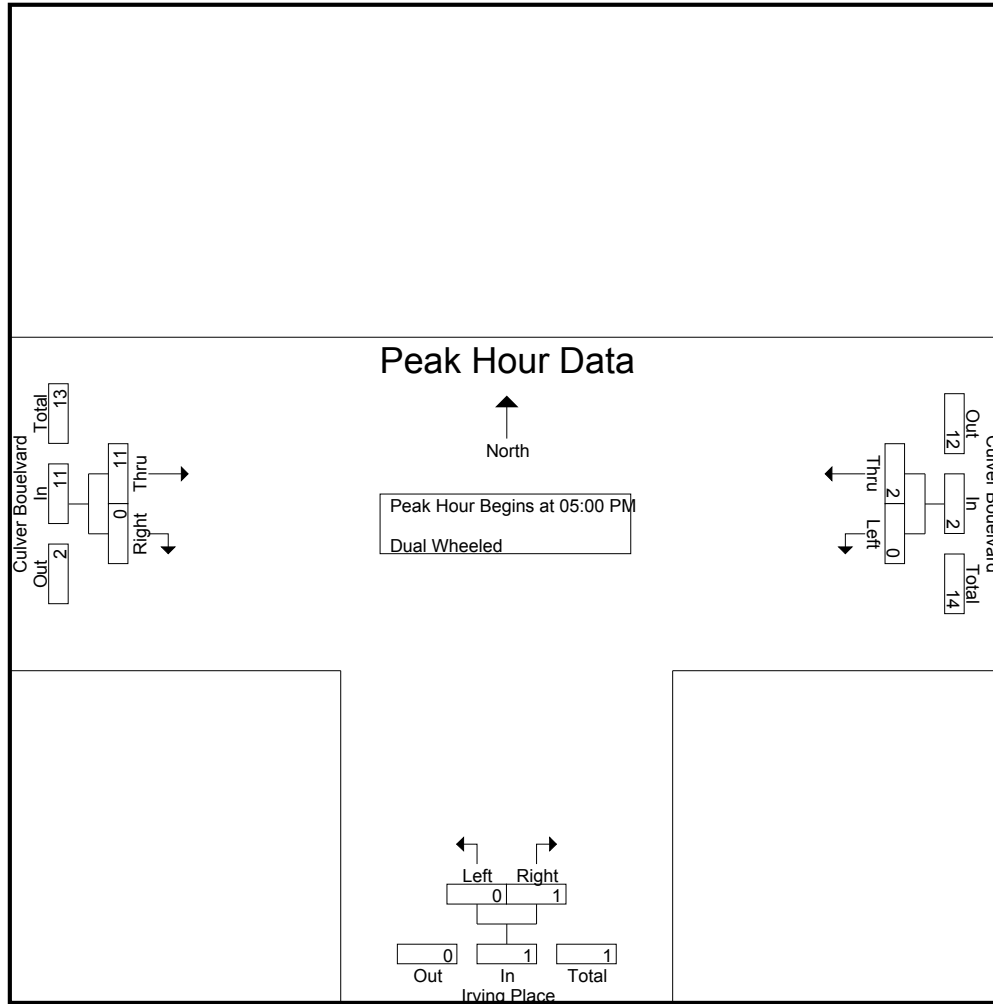
Groups Printed- Dual Wheeled

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	2	2	0	0	0	6	0	6	8
05:15 PM	0	0	0	0	0	0	3	0	3	3
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	1	1	1	0	1	2
Total Volume	0	2	2	0	1	1	11	0	11	14
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.250	.250	.458	.000	.458	.438

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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	2	2	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	1	1	1	0	1
Total Volume	0	2	2	0	1	1	11	0	11
% App. Total	0	100		0	100		100	0	
PHF	.000	.250	.250	.000	.250	.250	.458	.000	.458

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

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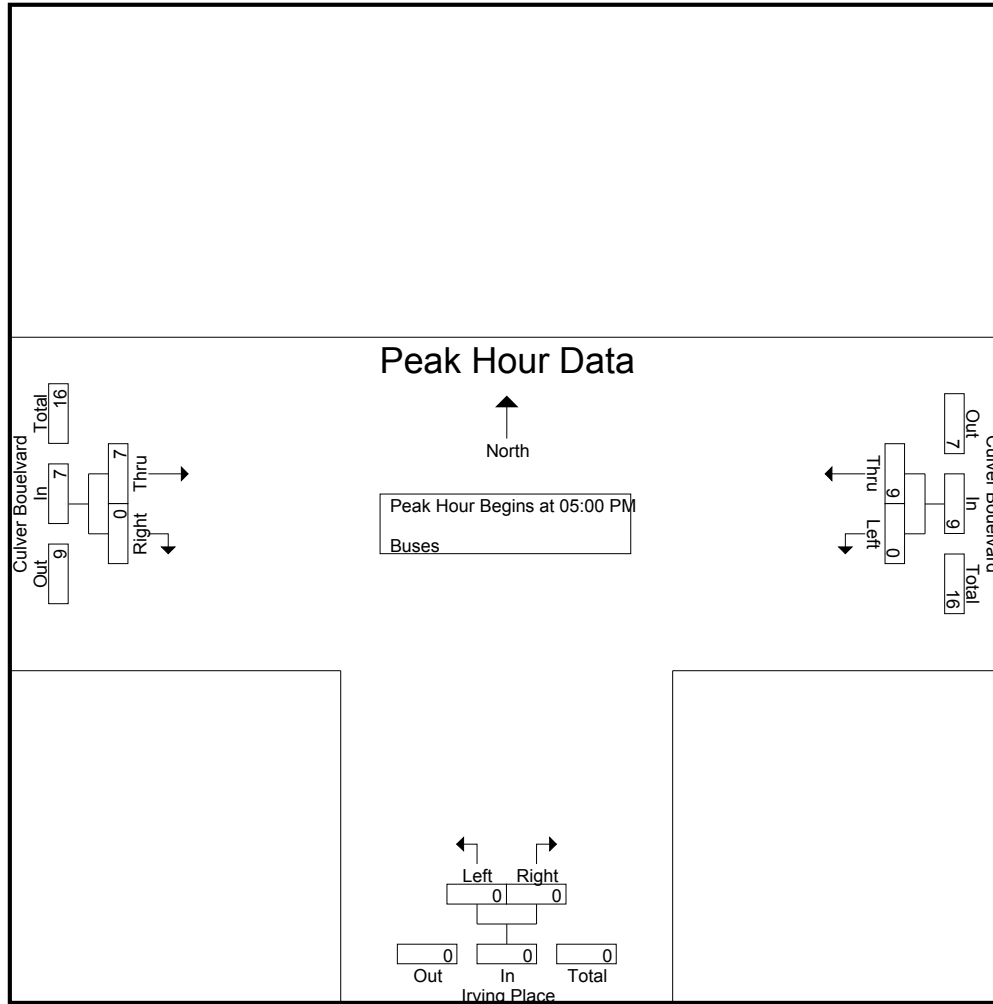
Groups Printed- Buses

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

	Culver Boulevard Westbound			Irving Place Northbound			Culver Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	3	3	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	4	4	0	0	0	2	0	2	6
Total Volume	0	9	9	0	0	0	7	0	7	16
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.875	.000	.875	.667

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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	3	3	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	0	4	4	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	7	0	7
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.875	.000	.875

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

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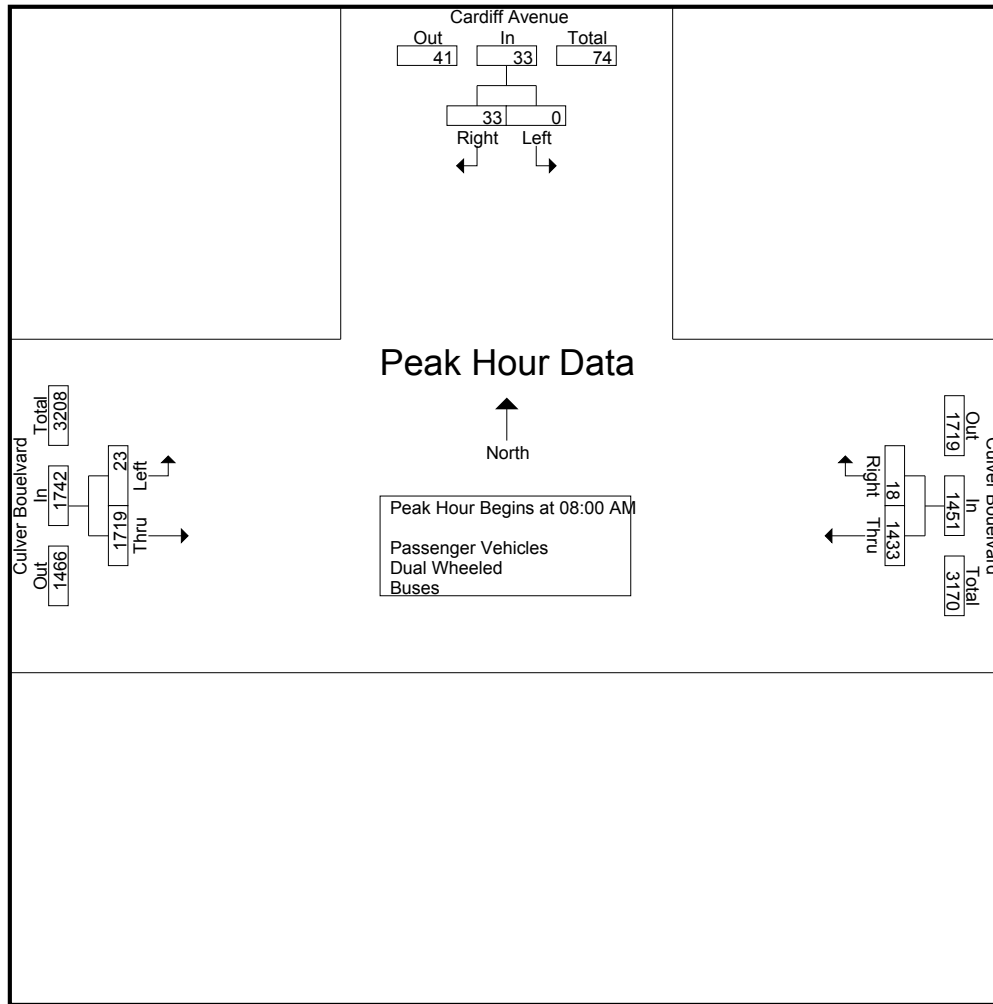
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	7	7	396	3	399	3	452	455	861
08:15 AM	0	6	6	346	7	353	8	406	414	773
08:30 AM	0	6	6	351	3	354	4	429	433	793
08:45 AM	0	14	14	340	5	345	8	432	440	799
Total Volume	0	33	33	1433	18	1451	23	1719	1742	3226
% App. Total	0	100		98.8	1.2		1.3	98.7		
PHF	.000	.589	.589	.905	.643	.909	.719	.951	.957	.937

Culver City
N/S: Cardiff Avenue
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

File Name : CVCCACUAM
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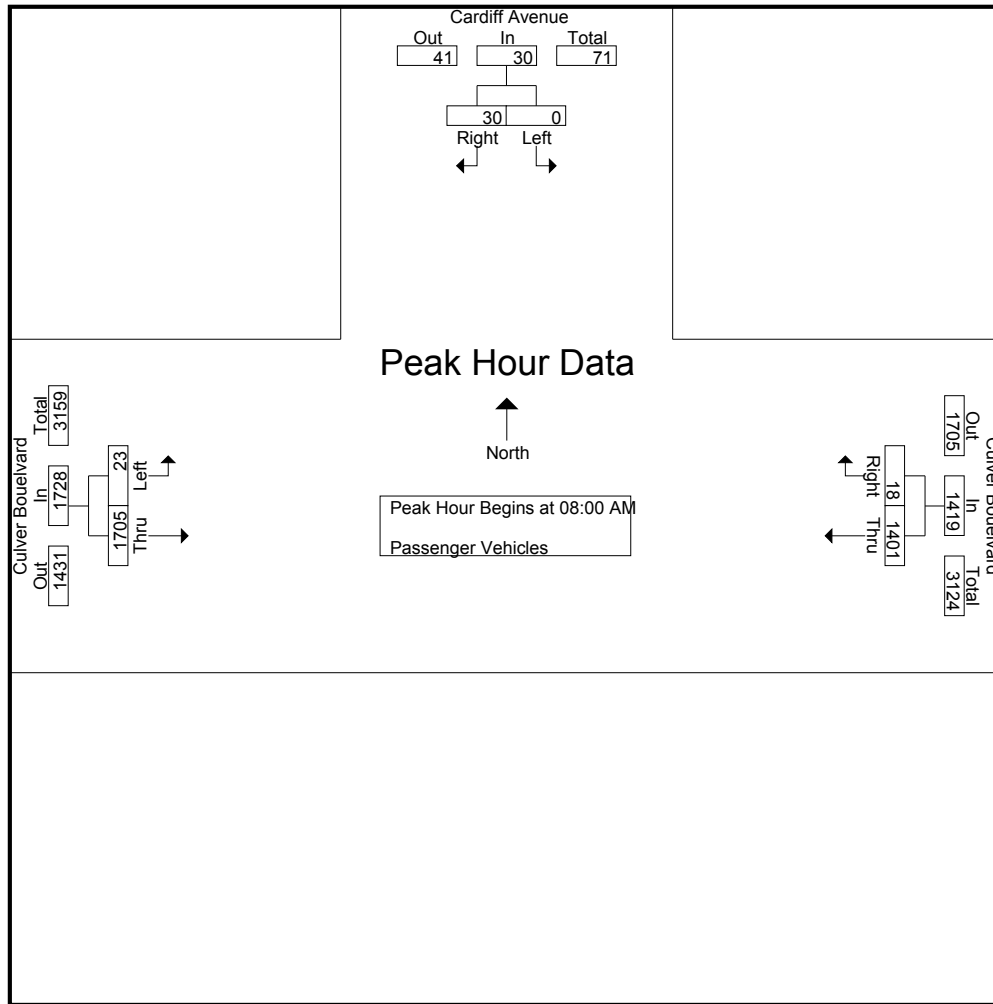
Groups Printed- Passenger Vehicles

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	6	6	388	3	391	3	448	451	848
08:15 AM	0	6	6	342	7	349	8	402	410	765
08:30 AM	0	4	4	338	3	341	4	427	431	776
08:45 AM	0	14	14	333	5	338	8	428	436	788
Total Volume	0	30	30	1401	18	1419	23	1705	1728	3177
% App. Total	0	100		98.7	1.3		1.3	98.7		
PHF	.000	.536	.536	.903	.643	.907	.719	.951	.958	.937

Culver City
N/S: Cardiff Avenue
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Weather: Clear

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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	6	6	388	3	391	3	448	451
+15 mins.	0	6	6	342	7	349	8	402	410
+30 mins.	0	4	4	338	3	341	4	427	431
+45 mins.	0	14	14	333	5	338	8	428	436
Total Volume	0	30	30	1401	18	1419	23	1705	1728
% App. Total	0	100		98.7	1.3		1.3	98.7	
PHF	.000	.536	.536	.903	.643	.907	.719	.951	.958

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

File Name : CVCCACUAM
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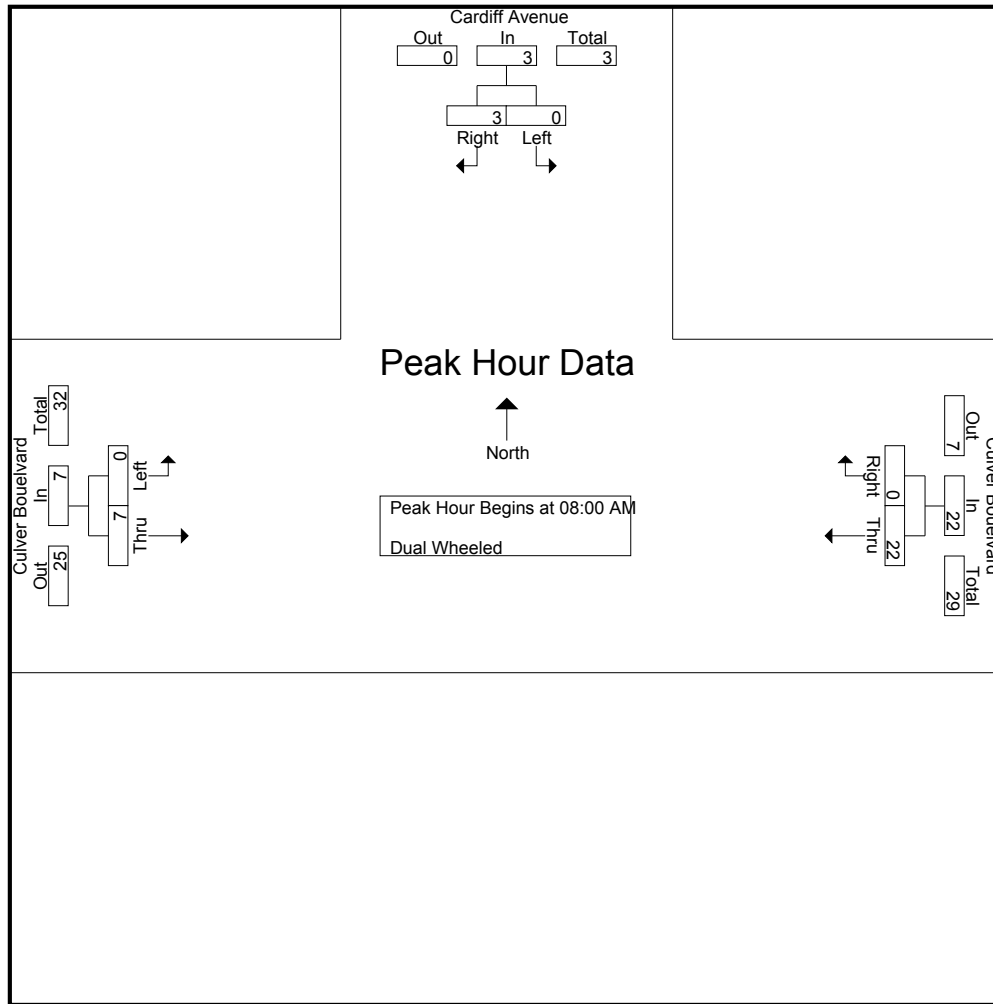
Groups Printed- Dual Wheeled

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	5	0	5	0	3	3	9
08:15 AM	0	0	0	2	0	2	0	1	1	3
08:30 AM	0	2	2	11	0	11	0	1	1	14
08:45 AM	0	0	0	4	0	4	0	2	2	6
Total Volume	0	3	3	22	0	22	0	7	7	32
% App. Total	0	100		100	0		0	100		
PHF	.000	.375	.375	.500	.000	.500	.000	.583	.583	.571

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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	1	1	5	0	5	0	3	3
+15 mins.	0	0	0	2	0	2	0	1	1
+30 mins.	0	2	2	11	0	11	0	1	1
+45 mins.	0	0	0	4	0	4	0	2	2
Total Volume	0	3	3	22	0	22	0	7	7
% App. Total	0	100		100	0		0	100	
PHF	.000	.375	.375	.500	.000	.500	.000	.583	.583

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

File Name : CVCCACUAM
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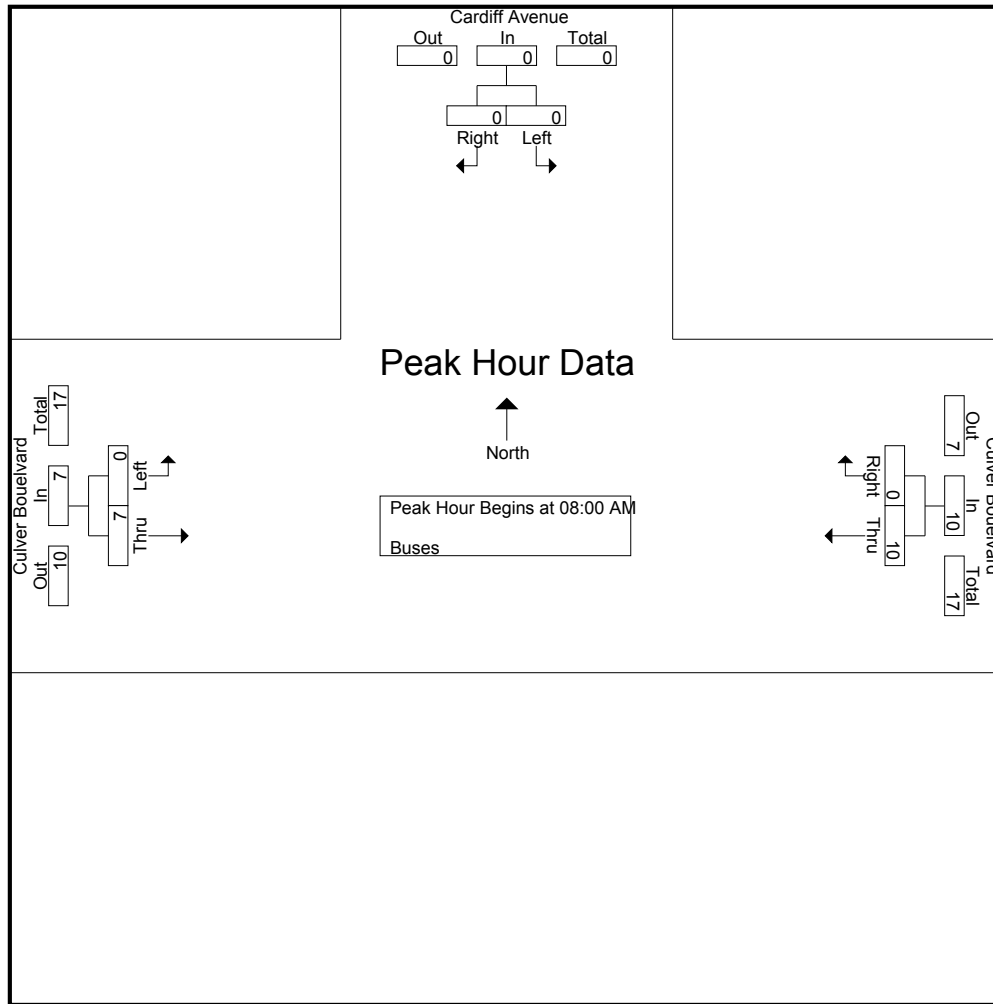
Groups Printed- Buses

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	3	0	3	0	1	1	4
08:15 AM	0	0	0	2	0	2	0	3	3	5
08:30 AM	0	0	0	2	0	2	0	1	1	3
08:45 AM	0	0	0	3	0	3	0	2	2	5
Total Volume	0	0	0	10	0	10	0	7	7	17
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.833	.000	.833	.000	.583	.583	.850

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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	3	0	3	0	1	1
+15 mins.	0	0	0	2	0	2	0	3	3
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	3	0	3	0	2	2
Total Volume	0	0	0	10	0	10	0	7	7
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.833	.000	.833	.000	.583	.583

Culver City
N/S: Cardiff Avenue
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Weather: Clear

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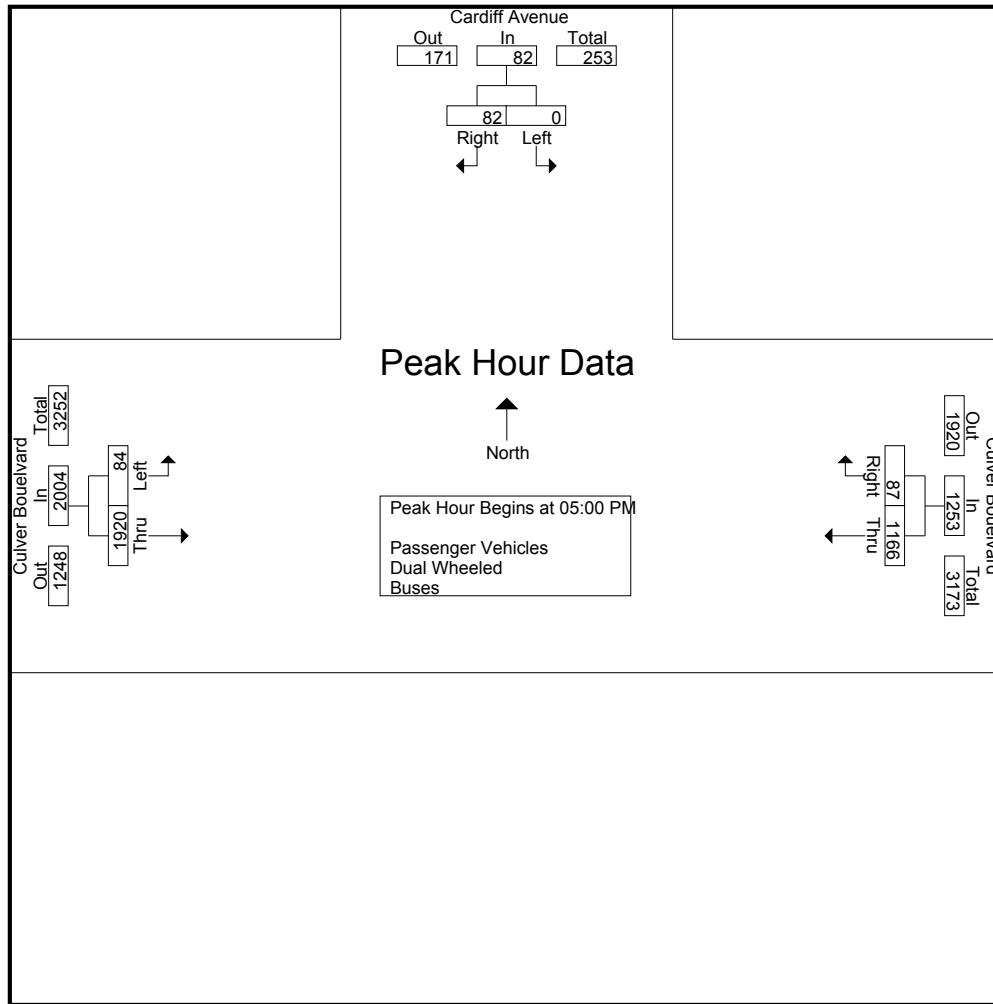
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	21	21	302	17	319	22	467	489	829
05:15 PM	0	27	27	283	21	304	21	446	467	798
05:30 PM	0	16	16	281	22	303	15	525	540	859
05:45 PM	0	18	18	300	27	327	26	482	508	853
Total Volume	0	82	82	1166	87	1253	84	1920	2004	3339
% App. Total	0	100		93.1	6.9		4.2	95.8		
PHF	.000	.759	.759	.965	.806	.958	.808	.914	.928	.972

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

	03:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	33	33	302	17	319	22	467	489
+15 mins.	0	32	32	283	21	304	21	446	467
+30 mins.	0	30	30	281	22	303	15	525	540
+45 mins.	0	29	29	300	27	327	26	482	508
Total Volume	0	124	124	1166	87	1253	84	1920	2004
% App. Total	0	100		93.1	6.9		4.2	95.8	
PHF	.000	.939	.939	.965	.806	.958	.808	.914	.928

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

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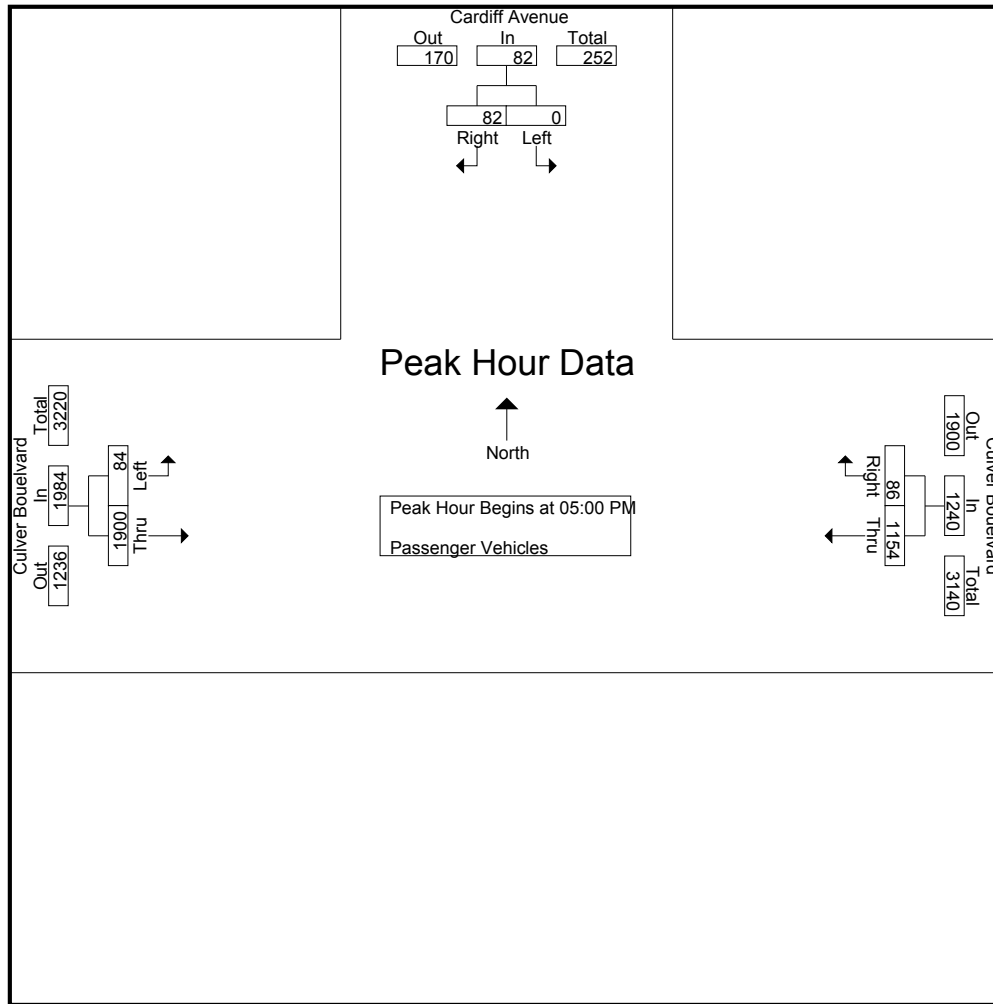
Groups Printed- Passenger Vehicles

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	21	21	297	16	313	22	457	479	813
05:15 PM	0	27	27	281	21	302	21	442	463	792
05:30 PM	0	16	16	279	22	301	15	524	539	856
05:45 PM	0	18	18	297	27	324	26	477	503	845
Total Volume	0	82	82	1154	86	1240	84	1900	1984	3306
% App. Total	0	100		93.1	6.9		4.2	95.8		
PHF	.000	.759	.759	.971	.796	.957	.808	.906	.920	.966

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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	21	21	297	16	313	22	457	479
+15 mins.	0	27	27	281	21	302	21	442	463
+30 mins.	0	16	16	279	22	301	15	524	539
+45 mins.	0	18	18	297	27	324	26	477	503
Total Volume	0	82	82	1154	86	1240	84	1900	1984
% App. Total	0	100		93.1	6.9		4.2	95.8	
PHF	.000	.759	.759	.971	.796	.957	.808	.906	.920

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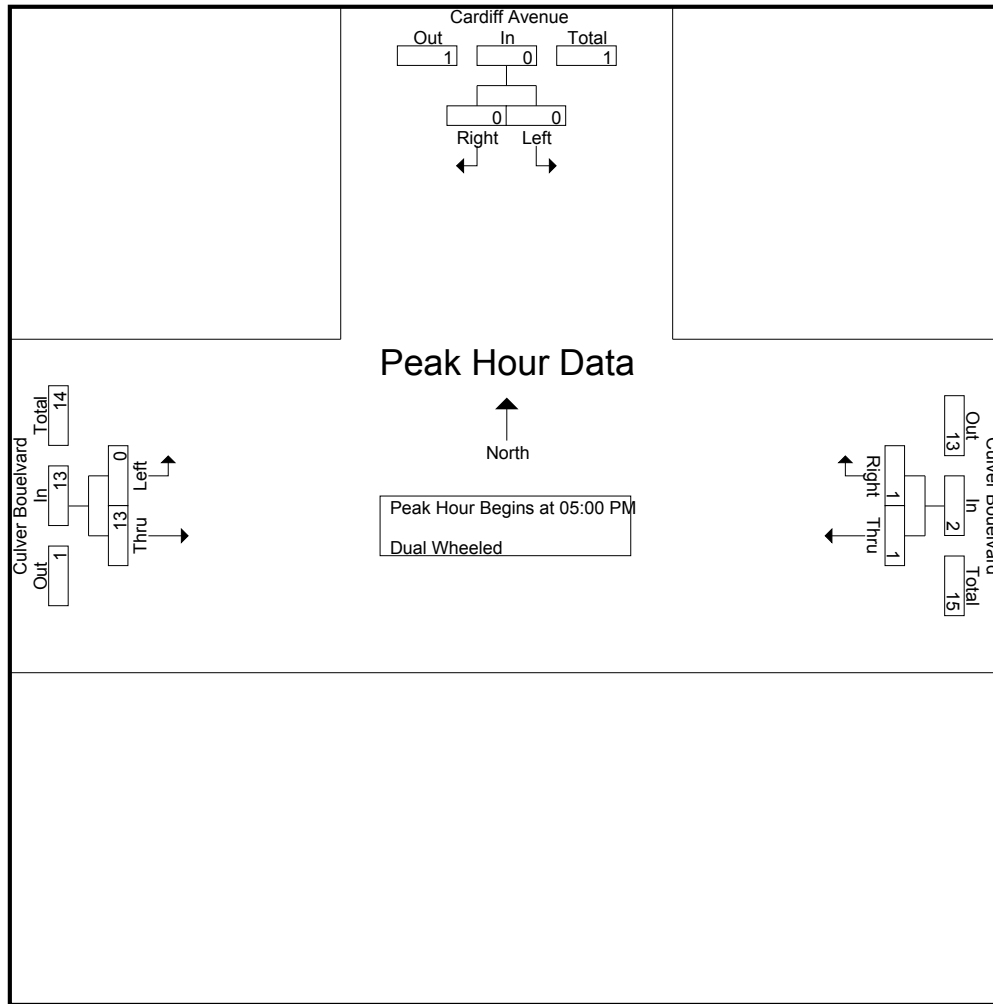
Groups Printed- Dual Wheeled

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	1	1	2	0	8	8	10
05:15 PM	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	2	2
Total Volume	0	0	0	1	1	2	0	13	13	15
% App. Total	0	0		50	50		0	100		
PHF	.000	.000	.000	.250	.250	.250	.000	.406	.406	.375

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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	1	1	2	0	8	8
+15 mins.	0	0	0	0	0	0	0	3	3
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	2	2
Total Volume	0	0	0	1	1	2	0	13	13
% App. Total	0	0	0	50	50		0	100	
PHF	.000	.000	.000	.250	.250	.250	.000	.406	.406

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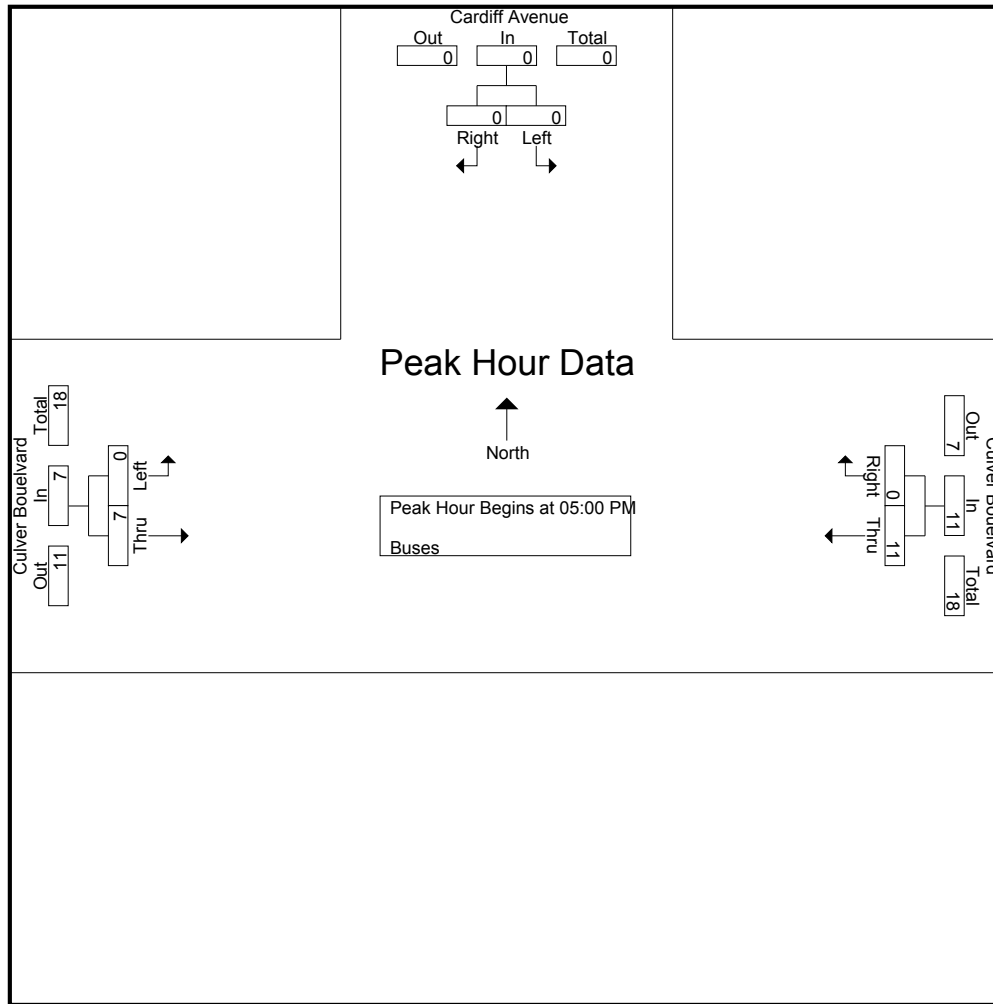
Groups Printed- Buses

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

	Cardiff Avenue Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	4	0	4	0	2	2	6
05:15 PM	0	0	0	2	0	2	0	1	1	3
05:30 PM	0	0	0	2	0	2	0	1	1	3
05:45 PM	0	0	0	3	0	3	0	3	3	6
Total Volume	0	0	0	11	0	11	0	7	7	18
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.688	.000	.688	.000	.583	.583	.750

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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	0	0	4	0	4	0	2	2
+15 mins.	0	0	0	2	0	2	0	1	1
+30 mins.	0	0	0	2	0	2	0	1	1
+45 mins.	0	0	0	3	0	3	0	3	3
Total Volume	0	0	0	11	0	11	0	7	7
% App. Total	0	0	0	100	0	100	0	100	100
PHF	.000	.000	.000	.688	.000	.688	.000	.583	.583

Culver City
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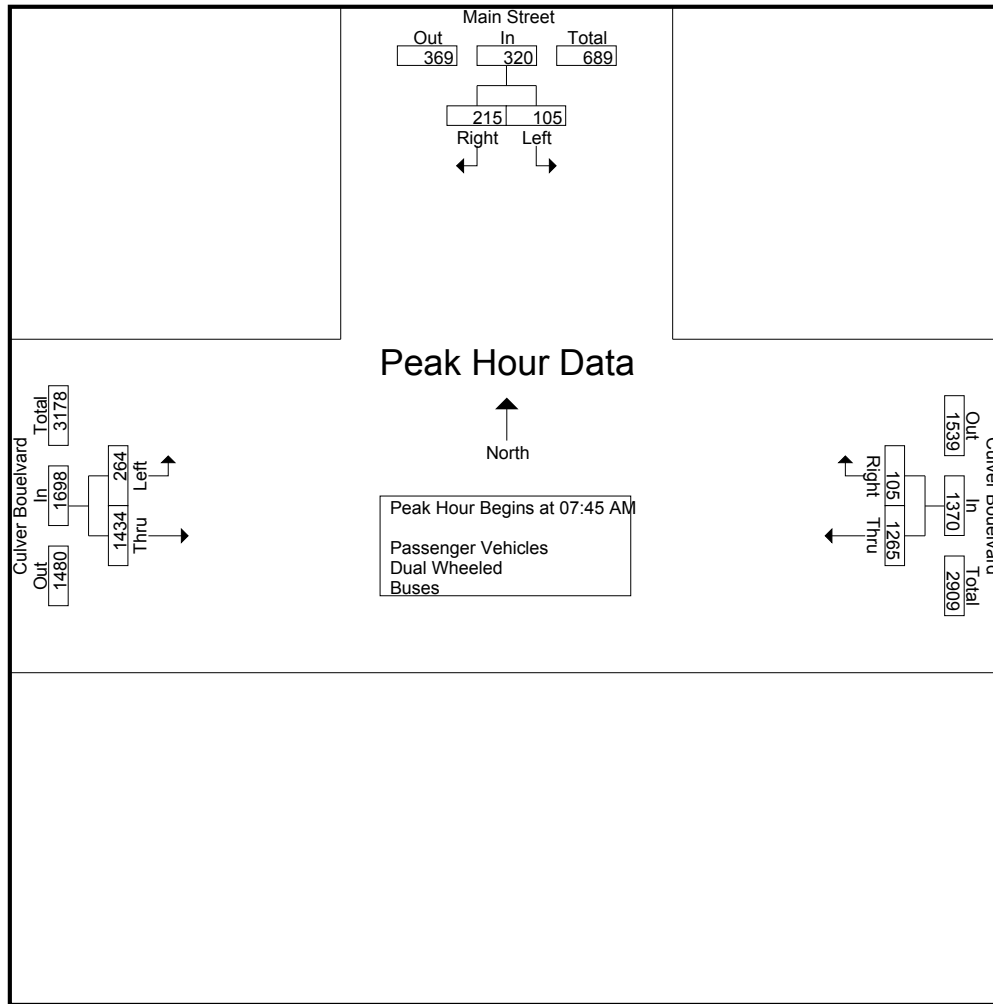
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	17	54	71	324	35	359	45	363	408	838
08:00 AM	29	63	92	329	26	355	66	374	440	887
08:15 AM	39	50	89	308	22	330	71	342	413	832
08:30 AM	20	48	68	304	22	326	82	355	437	831
Total Volume	105	215	320	1265	105	1370	264	1434	1698	3388
% App. Total	32.8	67.2		92.3	7.7		15.5	84.5		
PHF	.673	.853	.870	.961	.750	.954	.805	.959	.965	.955

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

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

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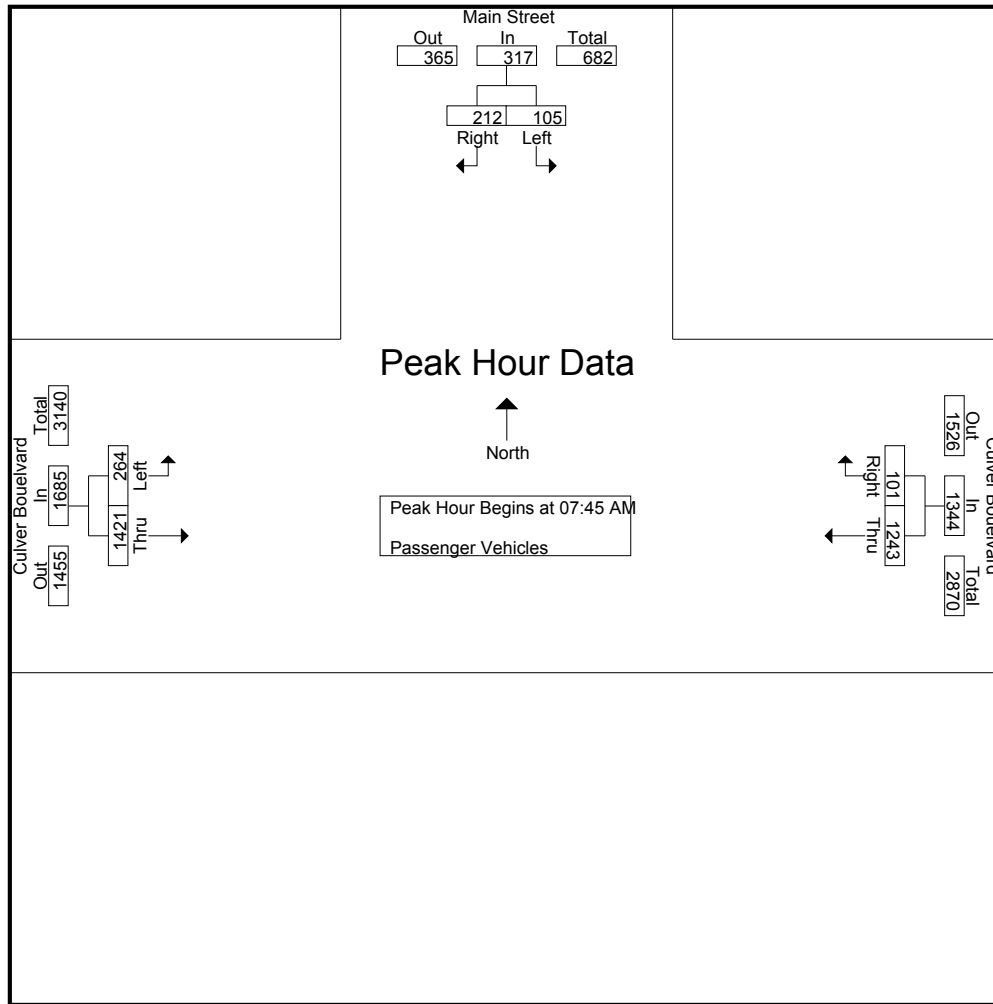
Groups Printed- Passenger Vehicles

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	17	53	70	321	35	356	45	358	403	829
08:00 AM	29	62	91	325	24	349	66	372	438	878
08:15 AM	39	49	88	304	21	325	71	338	409	822
08:30 AM	20	48	68	293	21	314	82	353	435	817
Total Volume	105	212	317	1243	101	1344	264	1421	1685	3346
% App. Total	33.1	66.9		92.5	7.5		15.7	84.3		
PHF	.673	.855	.871	.956	.721	.944	.805	.955	.962	.953

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

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	17	53	70	321	35	356	45	358	403
+15 mins.	29	62	91	325	24	349	66	372	438
+30 mins.	39	49	88	304	21	325	71	338	409
+45 mins.	20	48	68	293	21	314	82	353	435
Total Volume	105	212	317	1243	101	1344	264	1421	1685
% App. Total	33.1	66.9		92.5	7.5		15.7	84.3	
PHF	.673	.855	.871	.956	.721	.944	.805	.955	.962

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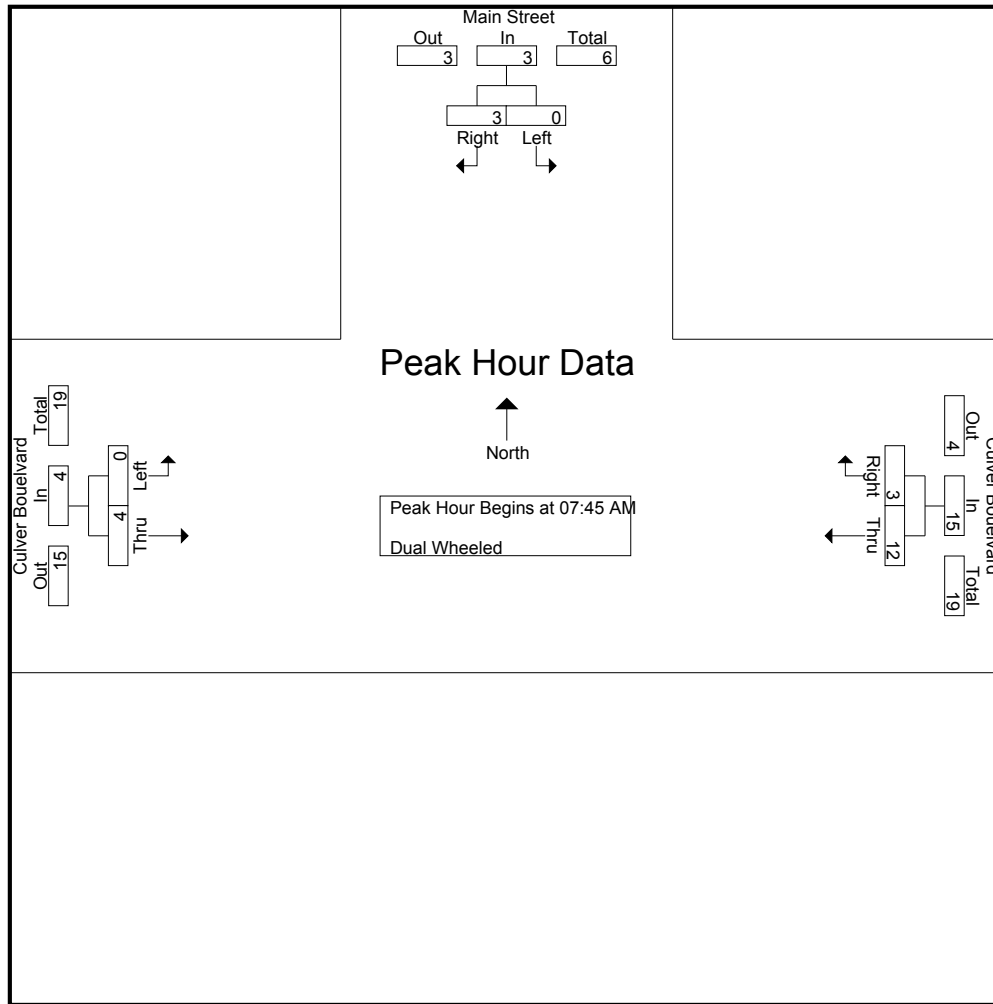
Groups Printed- Dual Wheeled

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	1	1	2	0	2	0	1	1	4
08:00 AM	0	1	1	2	1	3	0	1	1	5
08:15 AM	0	1	1	1	1	2	0	1	1	4
08:30 AM	0	0	0	7	1	8	0	1	1	9
Total Volume	0	3	3	12	3	15	0	4	4	22
% App. Total	0	100		80	20		0	100		
PHF	.000	.750	.750	.429	.750	.469	.000	1.00	1.00	.611

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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	1	1	2	0	2	0	1	1
+15 mins.	0	1	1	2	1	3	0	1	1
+30 mins.	0	1	1	1	1	2	0	1	1
+45 mins.	0	0	0	7	1	8	0	1	1
Total Volume	0	3	3	12	3	15	0	4	4
% App. Total	0	100		80	20		0	100	
PHF	.000	.750	.750	.429	.750	.469	.000	1.000	1.000

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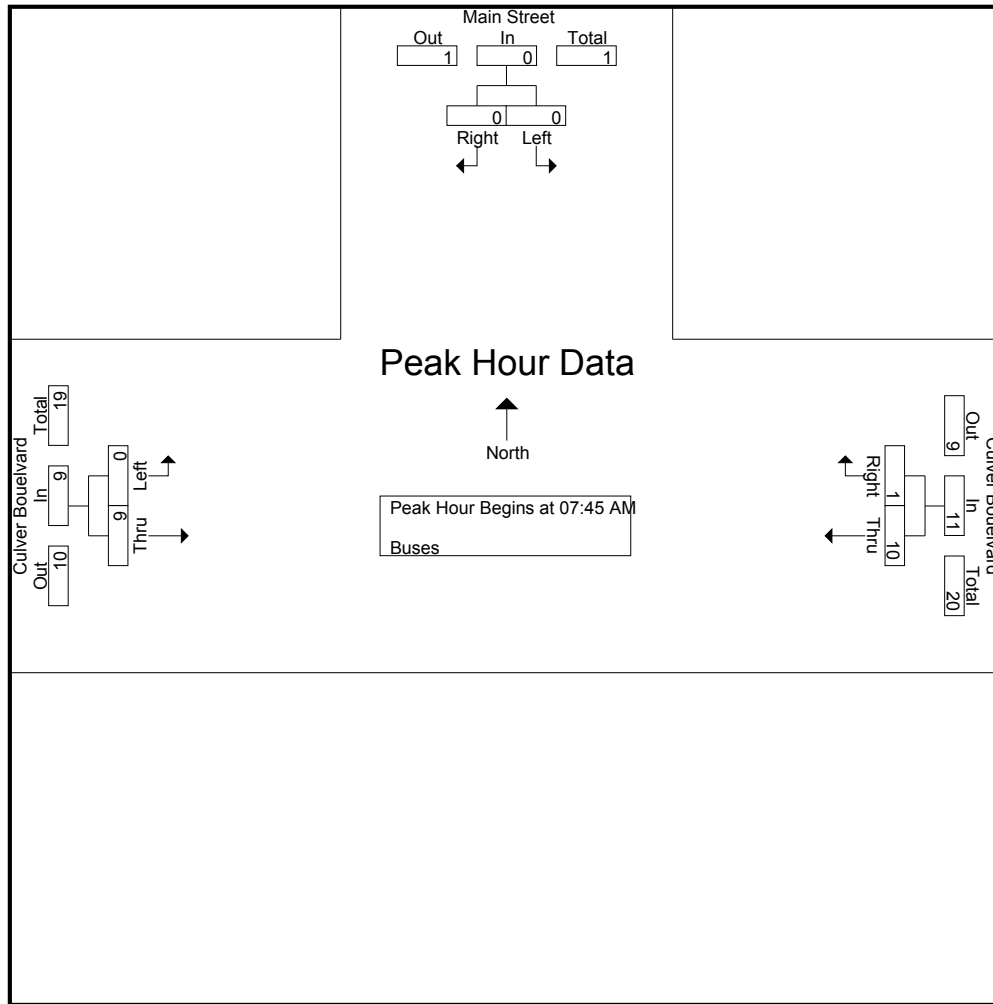
Groups Printed- Buses

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	1	0	1	0	4	4	5
08:00 AM	0	0	0	2	1	3	0	1	1	4
08:15 AM	0	0	0	3	0	3	0	3	3	6
08:30 AM	0	0	0	4	0	4	0	1	1	5
Total Volume	0	0	0	10	1	11	0	9	9	20
% App. Total	0	0		90.9	9.1		0	100		
PHF	.000	.000	.000	.625	.250	.688	.000	.563	.563	.833

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

Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	1	0	1	0	4	4
+15 mins.	0	0	0	2	1	3	0	1	1
+30 mins.	0	0	0	3	0	3	0	3	3
+45 mins.	0	0	0	4	0	4	0	1	1
Total Volume	0	0	0	10	1	11	0	9	9
% App. Total	0	0	0	90.9	9.1		0	100	
PHF	.000	.000	.000	.625	.250	.688	.000	.563	.563

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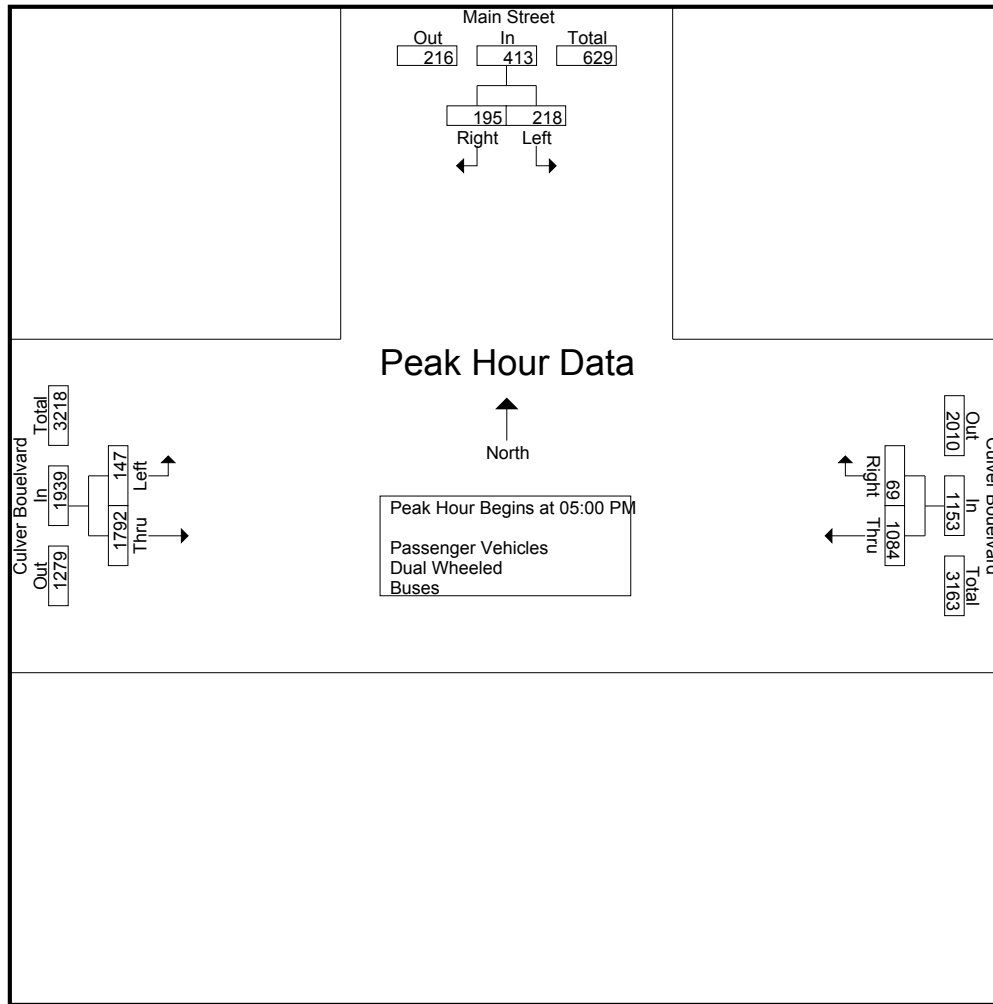
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	59	43	102	287	18	305	31	439	470	877
05:15 PM	38	57	95	248	11	259	28	424	452	806
05:30 PM	64	38	102	271	14	285	41	492	533	920
05:45 PM	57	57	114	278	26	304	47	437	484	902
Total Volume	218	195	413	1084	69	1153	147	1792	1939	3505
% App. Total	52.8	47.2		94	6		7.6	92.4		
PHF	.852	.855	.906	.944	.663	.945	.782	.911	.909	.952

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

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	59	43	102	287	18	305	31	439	470
+15 mins.	38	57	95	248	11	259	28	424	452
+30 mins.	64	38	102	271	14	285	41	492	533
+45 mins.	57	57	114	278	26	304	47	437	484
Total Volume	218	195	413	1084	69	1153	147	1792	1939
% App. Total	52.8	47.2		94	6		7.6	92.4	
PHF	.852	.855	.906	.944	.663	.945	.782	.911	.909

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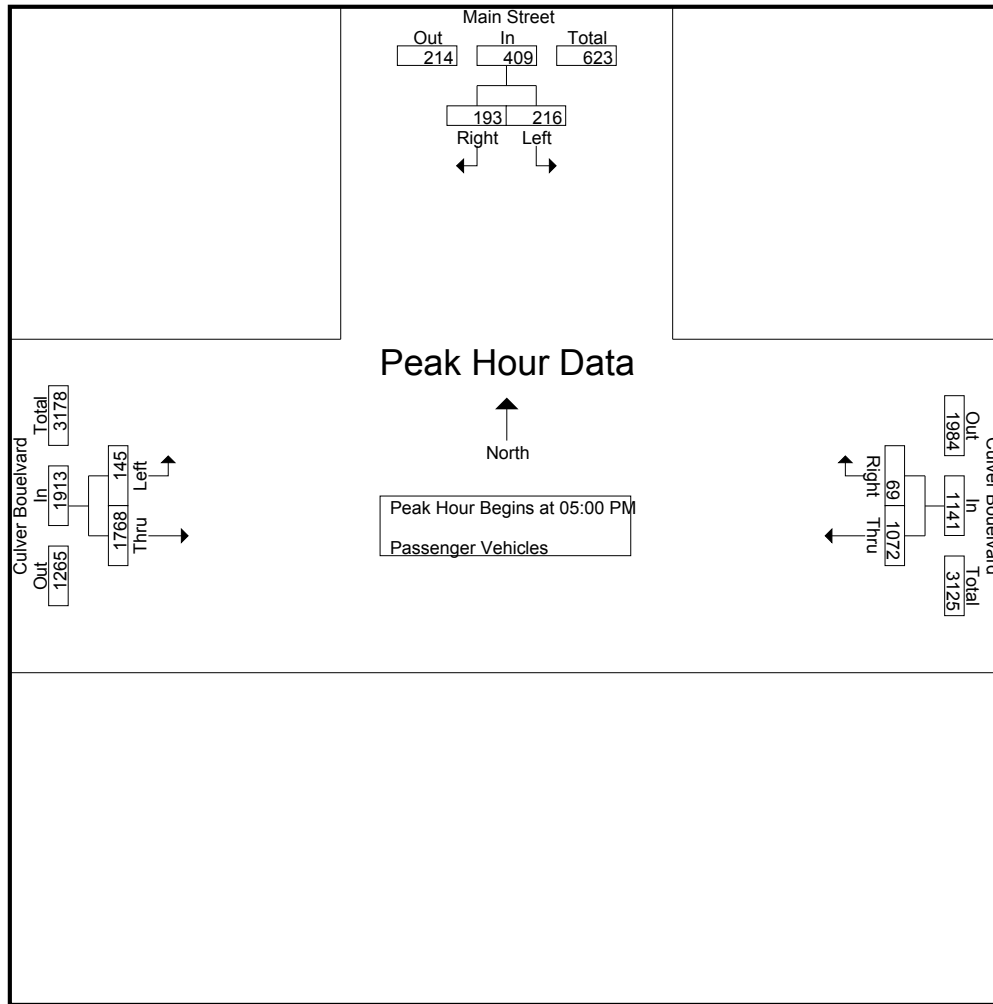
Groups Printed- Passenger Vehicles

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	59	42	101	281	18	299	31	426	457	857
05:15 PM	37	57	94	248	11	259	26	421	447	800
05:30 PM	63	38	101	269	14	283	41	488	529	913
05:45 PM	57	56	113	274	26	300	47	433	480	893
Total Volume	216	193	409	1072	69	1141	145	1768	1913	3463
% App. Total	52.8	47.2		94	6		7.6	92.4		
PHF	.857	.846	.905	.954	.663	.951	.771	.906	.904	.948

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

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	59	42	101	281	18	299	31	426	457
+15 mins.	37	57	94	248	11	259	26	421	447
+30 mins.	63	38	101	269	14	283	41	488	529
+45 mins.	57	56	113	274	26	300	47	433	480
Total Volume	216	193	409	1072	69	1141	145	1768	1913
% App. Total	52.8	47.2		94	6		7.6	92.4	
PHF	.857	.846	.905	.954	.663	.951	.771	.906	.904

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

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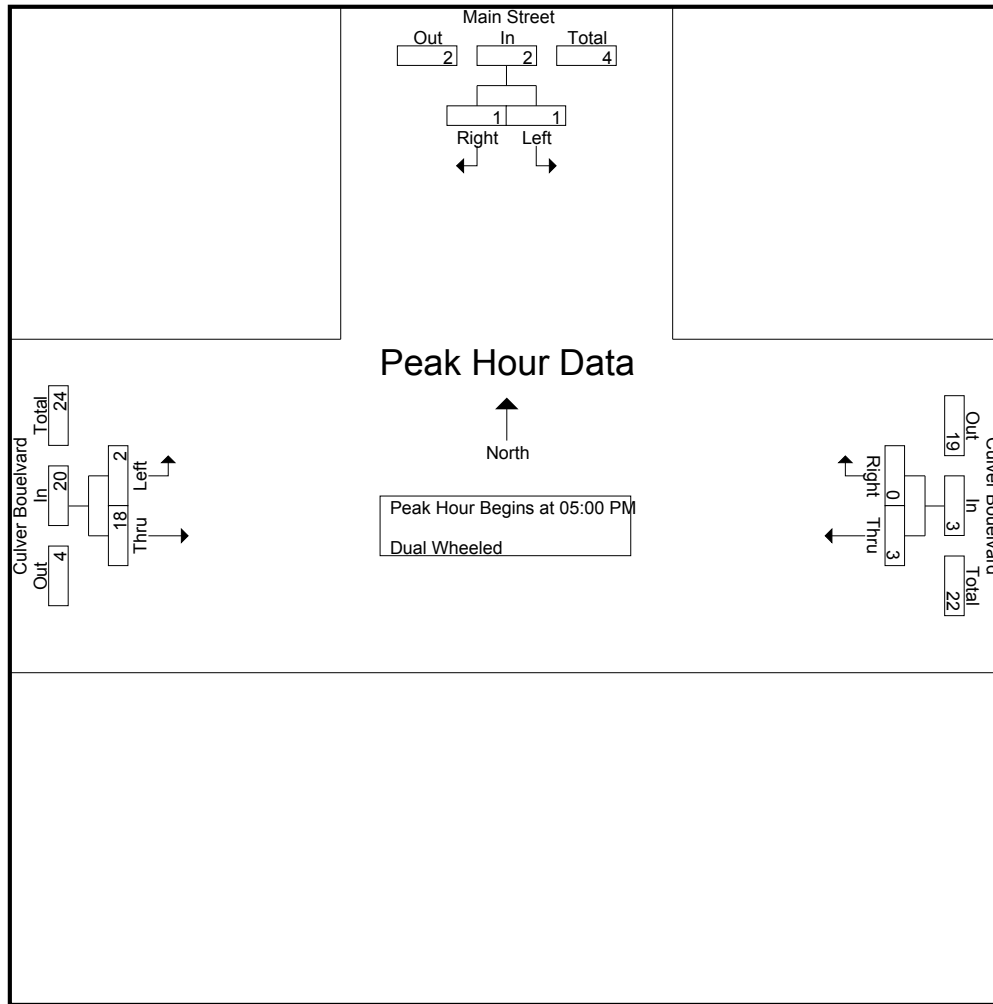
Groups Printed- Dual Wheeled

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	1	1	2	0	2	0	12	12	15
05:15 PM	0	0	0	0	0	0	2	2	4	4
05:30 PM	1	0	1	0	0	0	0	2	2	3
05:45 PM	0	0	0	1	0	1	0	2	2	3
Total Volume	1	1	2	3	0	3	2	18	20	25
% App. Total	50	50		100	0		10	90		
PHF	.250	.250	.500	.375	.000	.375	.250	.375	.417	.417

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

File Name : CVCMACUPM
Site Code : 10516364
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	0	1	1	2	0	2	0	12	12
+15 mins.	0	0	0	0	0	0	2	2	4
+30 mins.	1	0	1	0	0	0	0	2	2
+45 mins.	0	0	0	1	0	1	0	2	2
Total Volume	1	1	2	3	0	3	2	18	20
% App. Total	50	50		100	0		10	90	
PHF	.250	.250	.500	.375	.000	.375	.250	.375	.417

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

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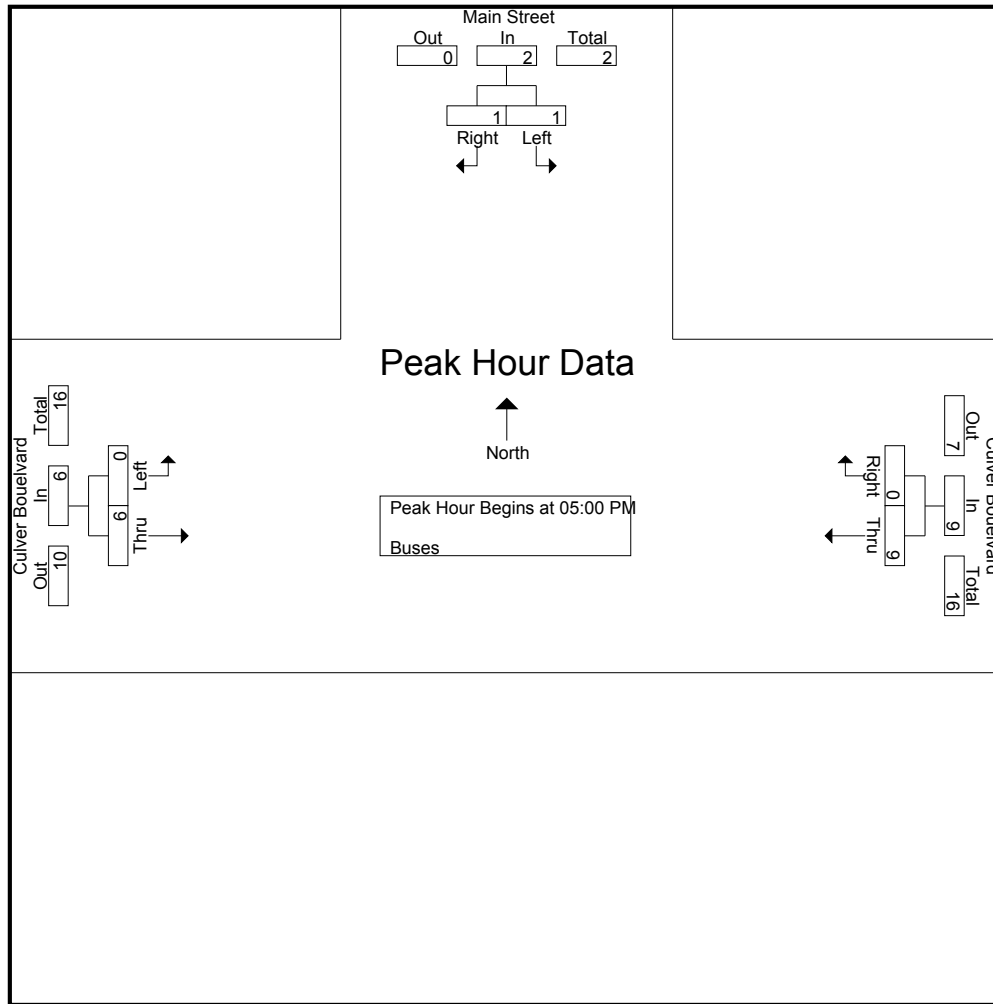
Groups Printed- Buses

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

	Main Street Southbound			Culver Boulevard Westbound			Culver Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	0	0	0	4	0	4	0	1	1	5
05:15 PM	1	0	1	0	0	0	0	1	1	2
05:30 PM	0	0	0	2	0	2	0	2	2	4
05:45 PM	0	1	1	3	0	3	0	2	2	6
Total Volume	1	1	2	9	0	9	0	6	6	17
% App. Total	50	50		100	0		0	100		
PHF	.250	.250	.500	.563	.000	.563	.000	.750	.750	.708

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

File Name : CVCMACUPM
Site Code : 10516364
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

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

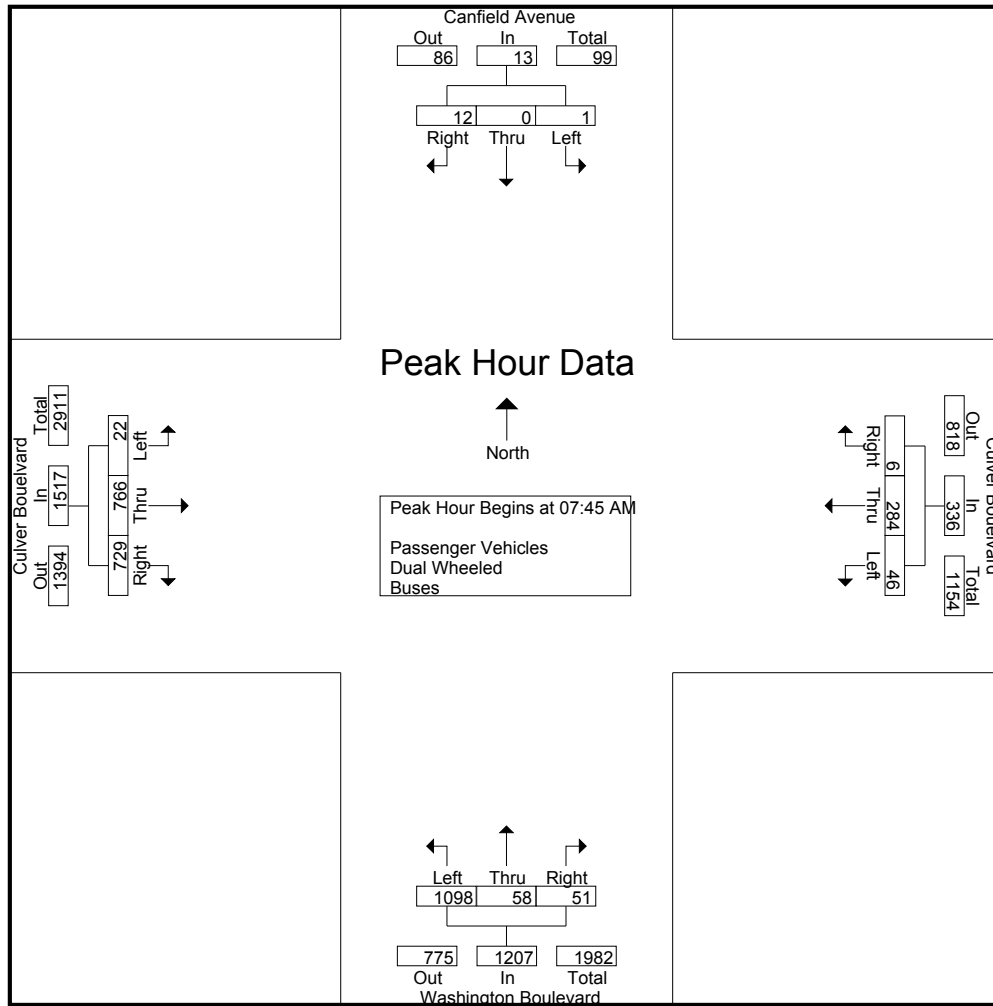
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	2	2	5	81	2	88	283	13	6	302	5	180	184	369	761
08:00 AM	0	0	3	3	11	65	2	78	289	18	12	319	3	207	187	397	797
08:15 AM	0	0	4	4	15	69	0	84	267	14	18	299	4	193	181	378	765
08:30 AM	1	0	3	4	15	69	2	86	259	13	15	287	10	186	177	373	750
Total Volume	1	0	12	13	46	284	6	336	1098	58	51	1207	22	766	729	1517	3073
% App. Total	7.7	0	92.3		13.7	84.5	1.8		91	4.8	4.2		1.5	50.5	48.1		
PHF	.250	.000	.750	.813	.767	.877	.750	.955	.950	.806	.708	.946	.550	.925	.975	.955	.964

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

File Name : CVCCFCUAM
Site Code : 10516364
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Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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

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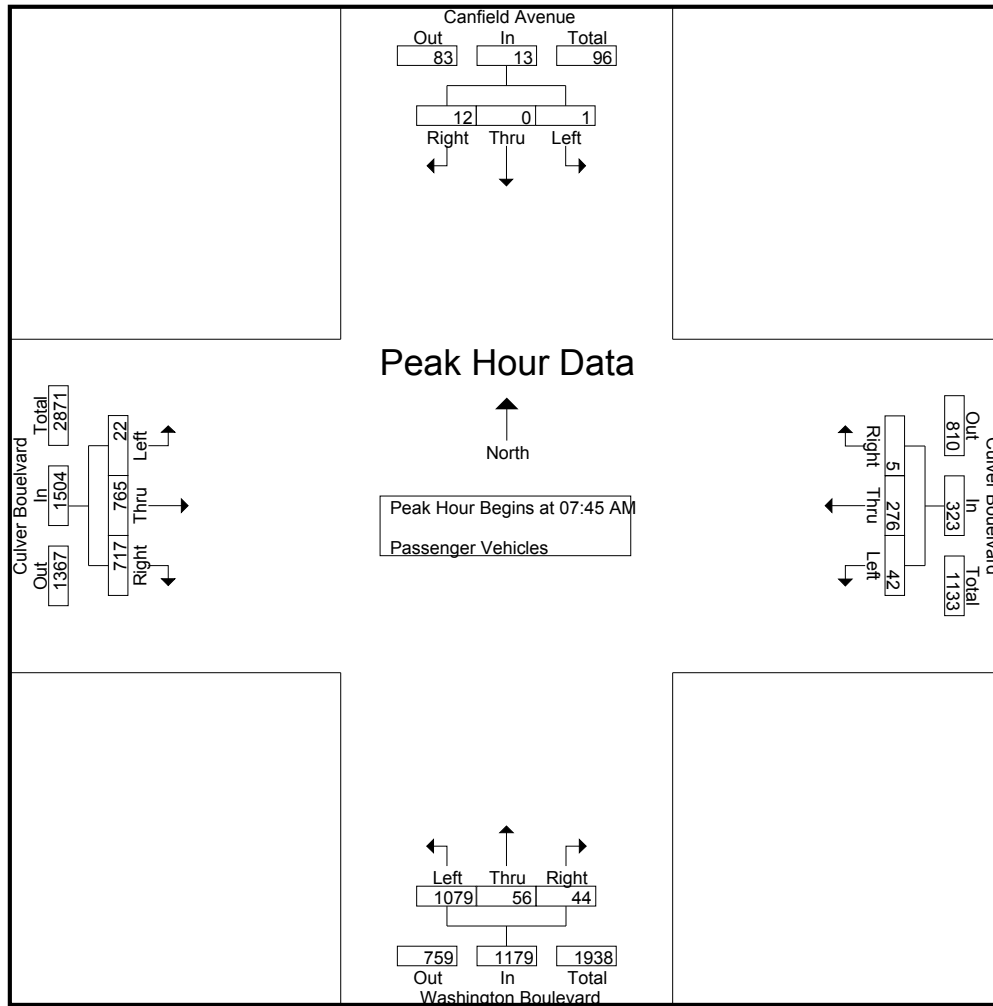
Groups Printed- Passenger Vehicles

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	2	2	3	81	2	86	280	13	6	299	5	180	180	365	752
08:00 AM	0	0	3	3	11	60	1	72	288	17	11	316	3	207	185	395	786
08:15 AM	0	0	4	4	13	67	0	80	263	14	14	291	4	193	177	374	749
08:30 AM	1	0	3	4	15	68	2	85	248	12	13	273	10	185	175	370	732
Total Volume	1	0	12	13	42	276	5	323	1079	56	44	1179	22	765	717	1504	3019
% App. Total	7.7	0	92.3		13	85.4	1.5		91.5	4.7	3.7		1.5	50.9	47.7		
PHF	.250	.000	.750	.813	.700	.852	.625	.939	.937	.824	.786	.933	.550	.924	.969	.952	.960

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

File Name : CVCCFCUAM
Site Code : 10516364
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	2	2	3	81	2	86	280	13	6	299	5	180	180	365
+15 mins.	0	0	3	3	11	60	1	72	288	17	11	316	3	207	185	395
+30 mins.	0	0	4	4	13	67	0	80	263	14	14	291	4	193	177	374
+45 mins.	1	0	3	4	15	68	2	85	248	12	13	273	10	185	175	370
Total Volume	1	0	12	13	42	276	5	323	1079	56	44	1179	22	765	717	1504
% App. Total	7.7	0	92.3		13	85.4	1.5		91.5	4.7	3.7		1.5	50.9	47.7	
PHF	.250	.000	.750	.813	.700	.852	.625	.939	.937	.824	.786	.933	.550	.924	.969	.952

Culver City
N/S: Canfield Ave/Washington Boulevard
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File Name : CVCCFCUAM
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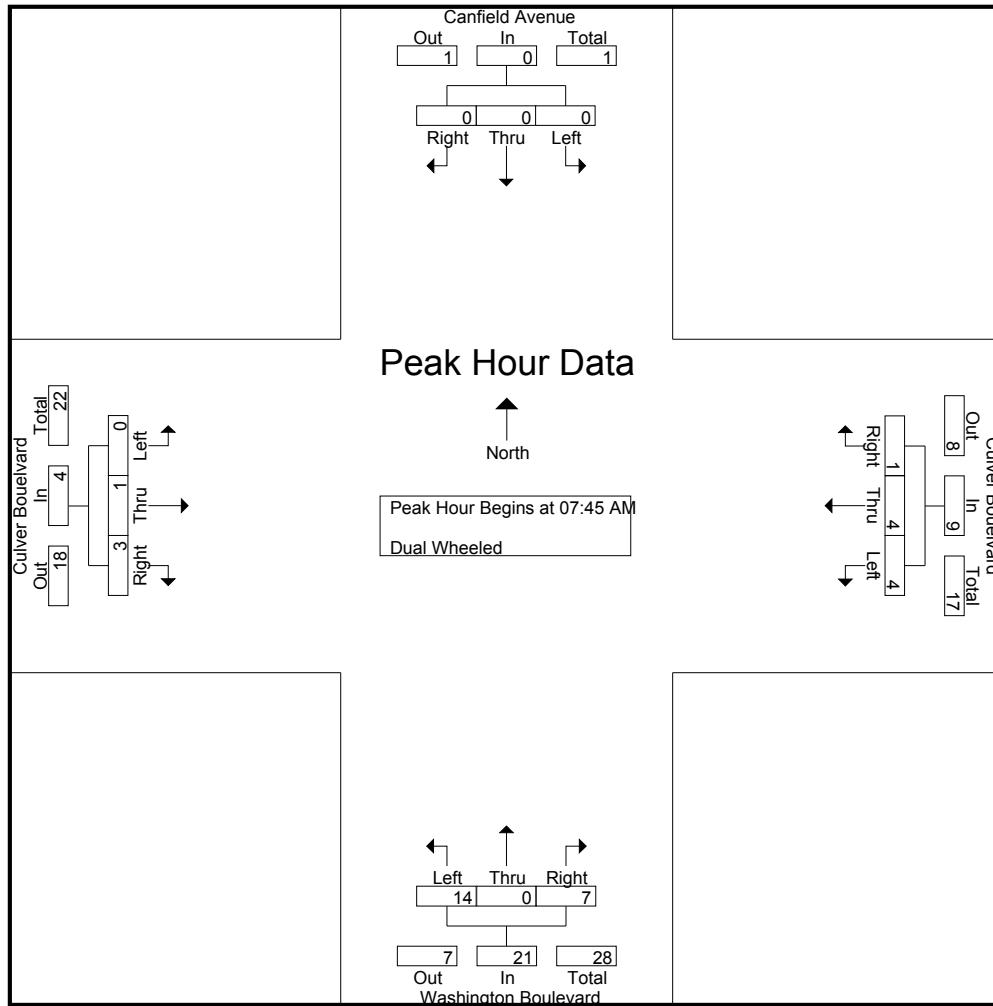
Groups Printed- Dual Wheeled

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	2	0	0	2	2	0	0	2	0	0	1	1	5
08:00 AM	0	0	0	0	0	3	1	4	1	0	1	2	0	0	1	1	7
08:15 AM	0	0	0	0	2	1	0	3	2	0	4	6	0	0	1	1	10
08:30 AM	0	0	0	0	0	0	0	0	9	0	2	11	0	1	0	1	12
Total Volume	0	0	0	0	4	4	1	9	14	0	7	21	0	1	3	4	34
% App. Total	0	0	0		44.4	44.4	11.1		66.7	0	33.3		0	25	75		
PHF	.000	.000	.000	.000	.500	.333	.250	.563	.389	.000	.438	.477	.000	.250	.750	1.00	.708

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

File Name : CVCCFCUAM
Site Code : 10516364
Start Date : 5/25/2016
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	2	0	0	2	2	0	0	2	0	0	1	1
+15 mins.	0	0	0	0	0	3	1	4	1	0	1	2	0	0	1	1
+30 mins.	0	0	0	0	2	1	0	3	2	0	4	6	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	9	0	2	11	0	1	0	1
Total Volume	0	0	0	0	4	4	1	9	14	0	7	21	0	1	3	4
% App. Total	0	0	0	0	44.4	44.4	11.1		66.7	0	33.3		0	25	75	
PHF	.000	.000	.000	.000	.500	.333	.250	.563	.389	.000	.438	.477	.000	.250	.750	1.000

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

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

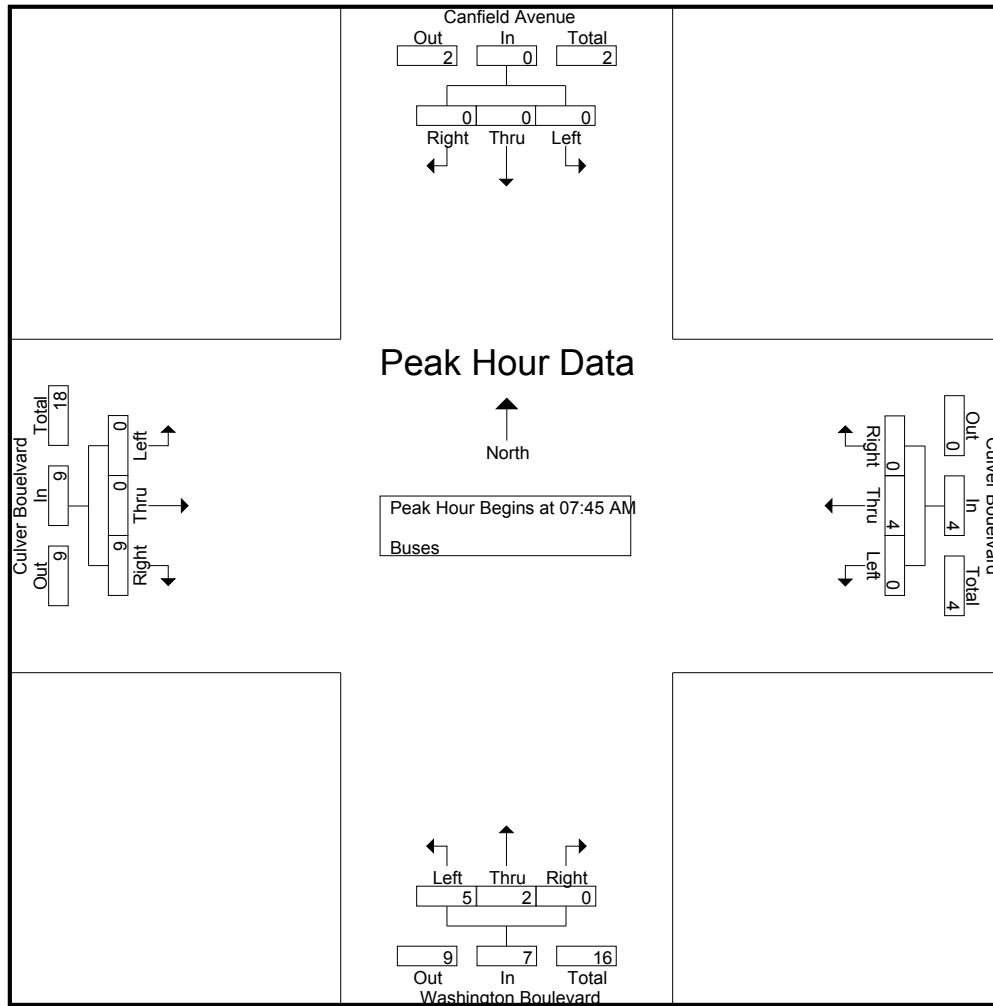
Groups Printed- Buses

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	4	0	0	4	0	0	2	2	7
07:15 AM	0	0	0	0	0	1	0	1	6	0	0	6	0	1	3	4	11
07:30 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	2	2	5
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
Total	0	0	0	0	0	3	0	3	13	0	0	13	0	1	10	11	27
08:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	1	1	4
08:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	3	3	6
08:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	0	0	2	2	6
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	2	4
Total	0	0	0	0	0	4	0	4	6	2	0	8	0	0	8	8	20
09:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	3	3	5
09:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	2	2	5
09:30 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	2	2	5
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Total	0	0	0	0	0	3	0	3	6	0	0	6	0	0	8	8	17
Grand Total	0	0	0	0	0	10	0	10	25	2	0	27	0	1	26	27	64
Apprch %	0	0	0		0	100	0		92.6	7.4	0		0	3.7	96.3		
Total %	0	0	0		0	15.6	0	15.6	39.1	3.1	0	42.2	0	1.6	40.6	42.2	

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
08:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	1	1	4
08:15 AM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	3	3	6
08:30 AM	0	0	0	0	0	1	0	1	2	1	0	3	0	0	2	2	6
Total Volume	0	0	0	0	0	4	0	4	5	2	0	7	0	0	9	9	20
% App. Total	0	0	0		0	100	0		71.4	28.6	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.625	.500	.000	.583	.000	.000	.750	.750	.833

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

File Name : CVCCFCUAM
Site Code : 10516364
Start Date : 5/25/2016
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3
+15 mins.	0	0	0	0	0	2	0	2	0	1	0	1	0	0	1	1
+30 mins.	0	0	0	0	0	1	0	1	2	0	0	2	0	0	3	3
+45 mins.	0	0	0	0	0	1	0	1	2	1	0	3	0	0	2	2
Total Volume	0	0	0	0	0	4	0	4	5	2	0	7	0	0	9	9
% App. Total	0	0	0	0	0	100	0	0	71.4	28.6	0	0	0	0	100	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.625	.500	.000	.583	.000	.000	.750	.750

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

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

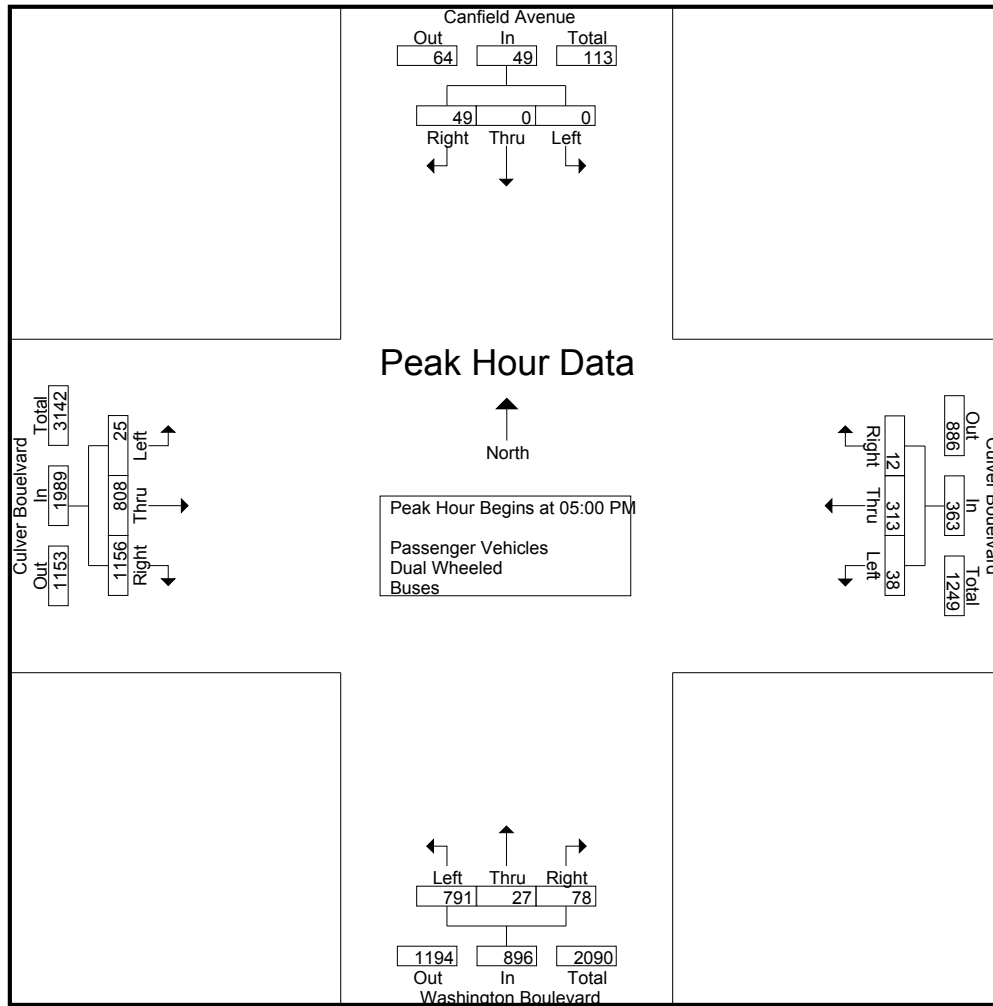
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	14	14	8	70	2	80	210	10	18	238	8	204	276	488	820
05:15 PM	0	0	16	16	12	86	3	101	158	7	20	185	4	181	274	459	761
05:30 PM	0	0	9	9	8	83	4	95	201	7	18	226	6	220	324	550	880
05:45 PM	0	0	10	10	10	74	3	87	222	3	22	247	7	203	282	492	836
Total Volume	0	0	49	49	38	313	12	363	791	27	78	896	25	808	1156	1989	3297
% App. Total	0	0	100		10.5	86.2	3.3		88.3	3	8.7		1.3	40.6	58.1		
PHF	.000	.000	.766	.766	.792	.910	.750	.899	.891	.675	.886	.907	.781	.918	.892	.904	.937

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

File Name : CVCCFCUPM
Site Code : 10516364
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Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	12	12	8	70	2	80	210	10	18	238	8	204	276	488
+15 mins.	0	0	14	14	12	86	3	101	158	7	20	185	4	181	274	459
+30 mins.	0	0	16	16	8	83	4	95	201	7	18	226	6	220	324	550
+45 mins.	0	0	9	9	10	74	3	87	222	3	22	247	7	203	282	492
Total Volume	0	0	51	51	38	313	12	363	791	27	78	896	25	808	1156	1989
% App. Total	0	0	100		10.5	86.2	3.3		88.3	3	8.7		1.3	40.6	58.1	
PHF	.000	.000	.797	.797	.792	.910	.750	.899	.891	.675	.886	.907	.781	.918	.892	.904

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

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

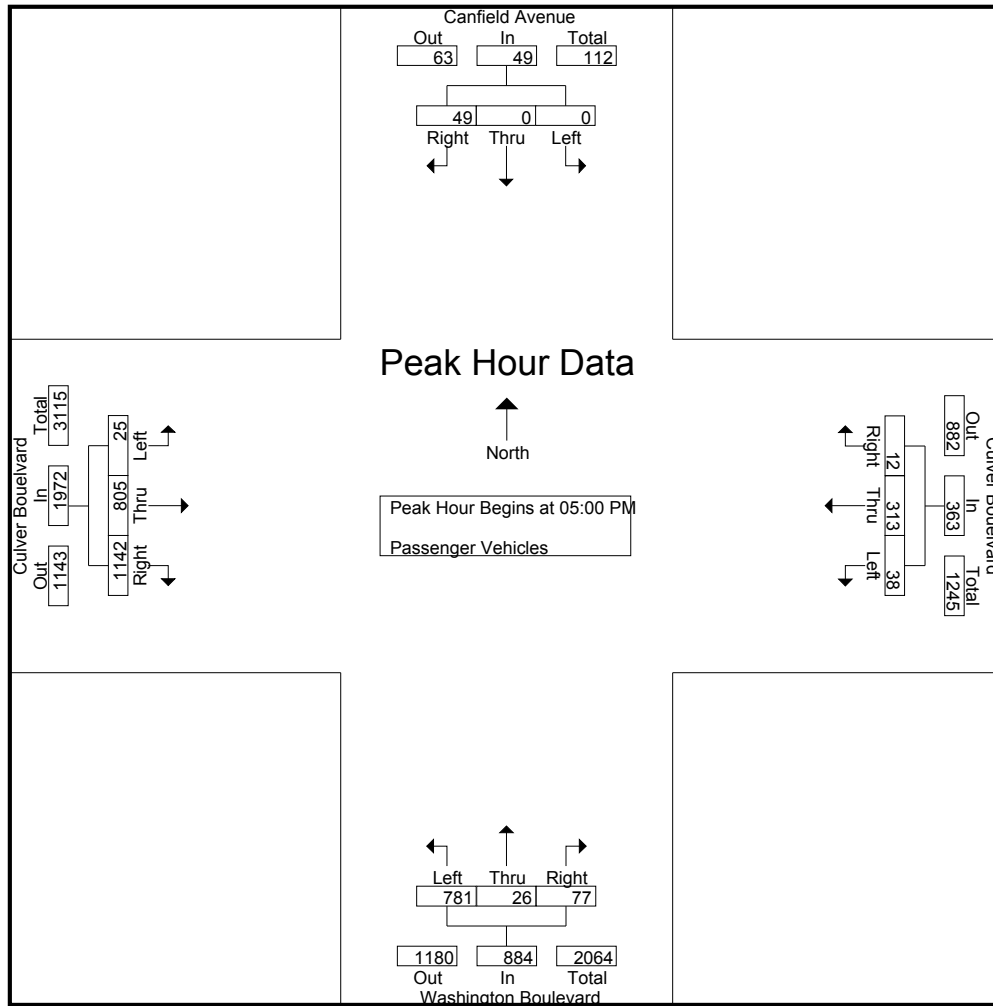
Groups Printed- Passenger Vehicles

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	14	14	8	70	2	80	206	10	17	233	8	201	271	480	807
05:15 PM	0	0	16	16	12	86	3	101	157	6	20	183	4	181	269	454	754
05:30 PM	0	0	9	9	8	83	4	95	198	7	18	223	6	220	321	547	874
05:45 PM	0	0	10	10	10	74	3	87	220	3	22	245	7	203	281	491	833
Total Volume	0	0	49	49	38	313	12	363	781	26	77	884	25	805	1142	1972	3268
% App. Total	0	0	100		10.5	86.2	3.3		88.3	2.9	8.7		1.3	40.8	57.9		
PHF	.000	.000	.766	.766	.792	.910	.750	.899	.888	.650	.875	.902	.781	.915	.889	.901	.935

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

File Name : CVCCFCUPM
Site Code : 10516364
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	14	14	8	70	2	80	206	10	17	233	8	201	271	480
+15 mins.	0	0	16	16	12	86	3	101	157	6	20	183	4	181	269	454
+30 mins.	0	0	9	9	8	83	4	95	198	7	18	223	6	220	321	547
+45 mins.	0	0	10	10	10	74	3	87	220	3	22	245	7	203	281	491
Total Volume	0	0	49	49	38	313	12	363	781	26	77	884	25	805	1142	1972
% App. Total	0	0	100		10.5	86.2	3.3		88.3	2.9	8.7		1.3	40.8	57.9	
PHF	.000	.000	.766	.766	.792	.910	.750	.899	.888	.650	.875	.902	.781	.915	.889	.901

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

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

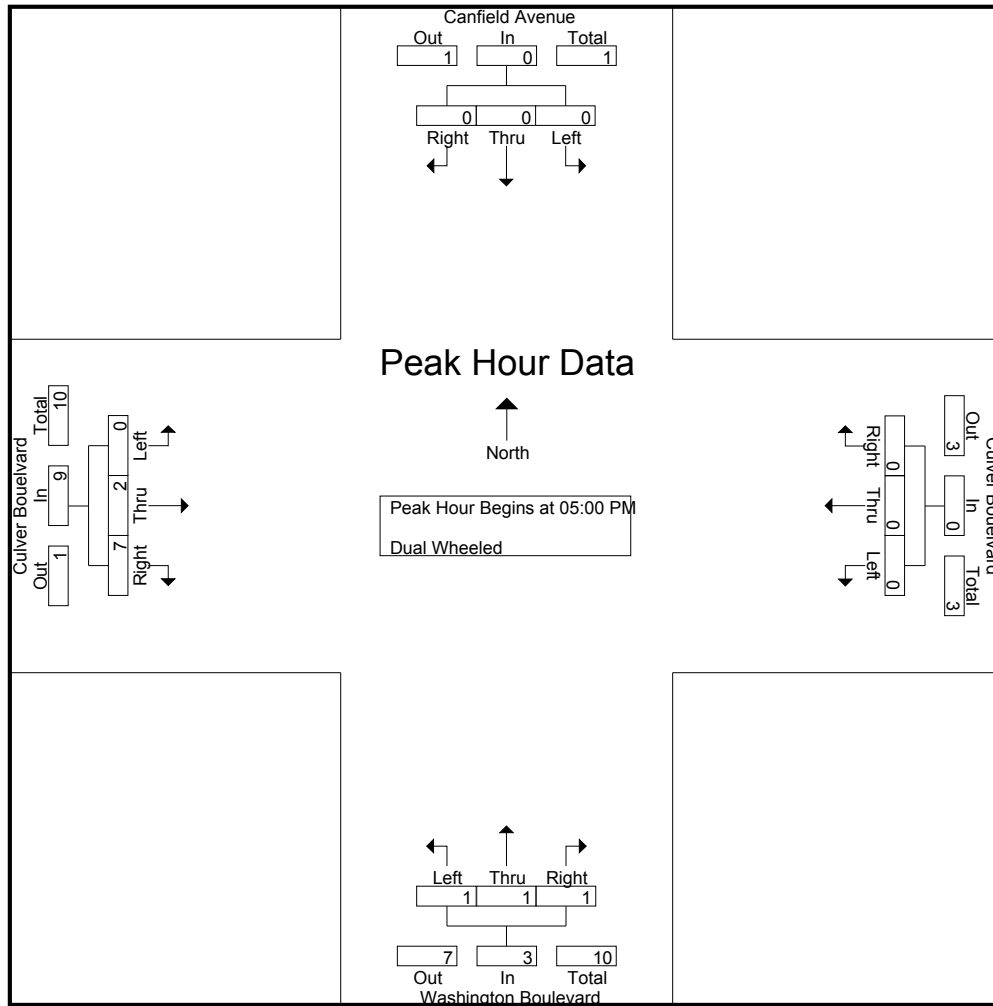
Groups Printed- Dual Wheeled

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	1	0	1	2	0	2	4	6	8
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	1	3	0	2	7	9	12
% App. Total	0	0	0		0	0	0		33.3	33.3	33.3		0	22.2	77.8		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.375	.000	.250	.438	.375	.375

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

File Name : CVCCFCUPM
Site Code : 10516364
Start Date : 5/25/2016
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	1	2	0	2	4	6
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	1	1	3	0	2	7	9
% App. Total	0	0	0	0	0	0	0	0	33.3	33.3	33.3		0	22.2	77.8	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.375	.000	.250	.438	.375

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

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

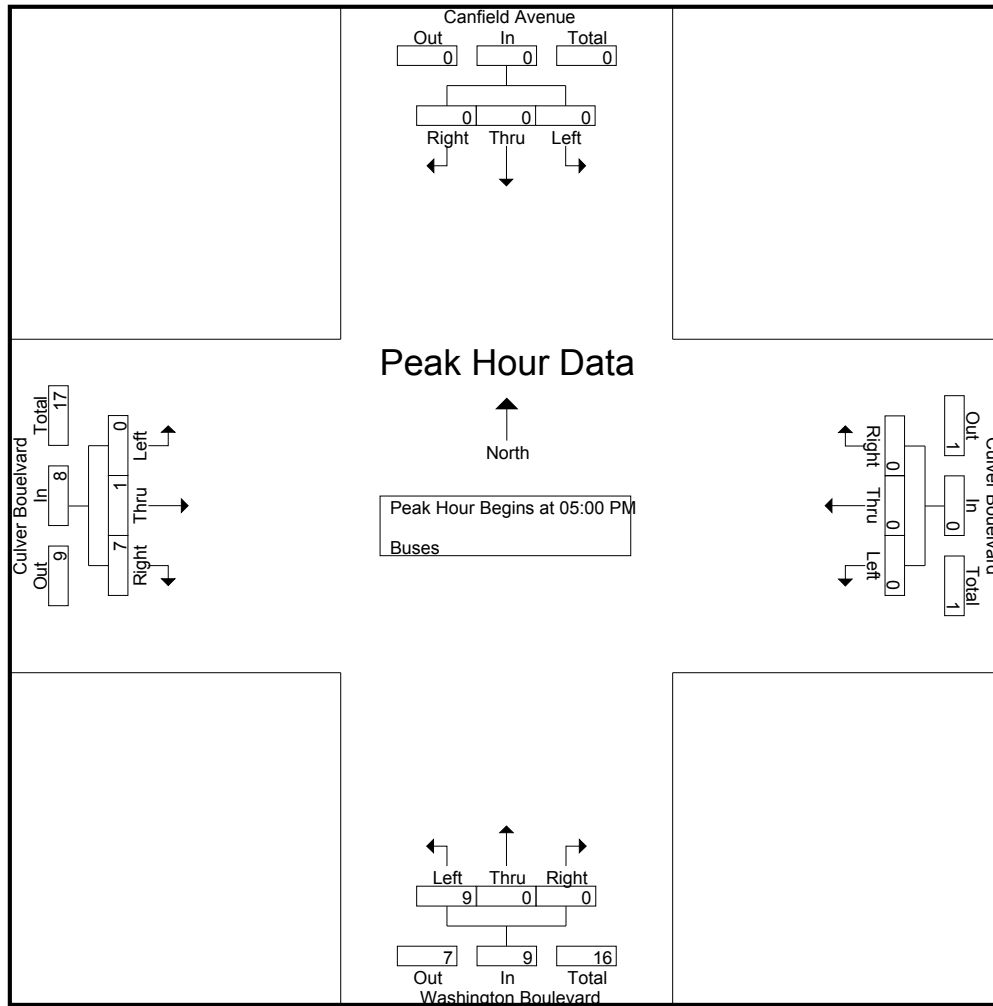
Groups Printed- Buses

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

	Canfield Avenue Southbound				Culver Boulevard Westbound				Washington Boulevard Northbound				Culver Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	2	5
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	3	4
05:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	2	5
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
Total Volume	0	0	0	0	0	0	0	0	9	0	0	9	0	1	7	8	17
% App. Total	0	0	0		0	0	0		100	0	0		0	12.5	87.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.583	.667	.850

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

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



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

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

APPENDIX C

STUDY INTERSECTIONS GEOMETRICS AND SIGNAL PHASING

APPENDIX D
PROJECT TRIP GENERATION RATES

Appendix D

Project Trip Generation Rates

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

Source:

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

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

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

APPENDIX E
RELATED PROJECT TRIP GENERATION RATES

Appendix E

Related Project Trip Generation Rates & Equations

Apartment (per du) – LU 220

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

Condominium (per du) – LU 230

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

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

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

Middle School (per student) – LU 522

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

Museum (per 1,000 sq. ft.) – LU 580

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

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

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

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

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

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

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

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

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

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

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

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

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

Where:

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

Source:

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

Note:

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

APPENDIX F
CRITICAL MOVEMENT ANALYSIS (CMA) WORKSHEETS

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	HUGHES AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	12/20/2016										
1	East-West Street:	VENICE BLVD.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0 0 0 2 0		2 0 0 0 2 0		2 0 0 0 2 0		2 0 0 0 2 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	68	0	68	0	68	68	15	86	0	86	0	86	0	86		86		0	
	Left-Through		0							0				0						
	Through	147	0	271	0	147	271	22	175	0	319	0	175	0	319		175		0	
	Through-Right		0							0				0						
	Right	56	0	0	0	56	0	0	58	0	0	0	58	0	0		58		0	
	Left-Through-Right		1							1				1						
SOUTHBOUND	Left	32	0	32	0	32	32	0	33	0	33	0	33	0	33		33		0	
	Left-Through		0							0				0						
	Through	174	0	260	6	180	266	24	205	0	294	6	211	0	300		211		0	
	Through-Right		0							0				0						
	Right	54	0	0	0	54	0	0	56	0	0	0	56	0	0		56		0	
	Left-Through-Right		1							1				1						
EASTBOUND	Left	64	1	64	0	64	64	7	74	1	74	0	74	1	74		74		0	
	Left-Through		0							0				0						
	Through	1361	3	454	0	1361	454	125	1541	3	514	0	1541	3	514		1541		0	
	Through-Right		0							0				0						
	Right	92	1	92	6	98	98	44	140	1	140	6	146	1	146		146		0	
	Left-Through-Right		0							0				0						
WESTBOUND	Left	202	1	202	0	202	202	1	211	1	211	0	211	1	211		211		0	
	Left-Through		0							0				0						
	Through	1615	3	538	0	1615	538	39	1720	3	573	0	1720	3	573		1720		0	
	Through-Right		0							0				0						
	Right	53	1	53	0	53	53	0	55	1	55	0	55	1	55		55		0	
	Left-Through-Right		0							0				0						
CRITICAL VOLUMES			North-South: 328	East-West: 656	SUM: 984	North-South: 334	East-West: 656	SUM: 990	North-South: 380	East-West: 725	SUM: 1105	North-South: 386	East-West: 725	SUM: 1111	North-South: 0	East-West: 0	SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:			0.656		0.660		0.737		0.741		0.000									
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.556		0.560		0.637		0.641		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:	0.004	Δv/c after mitigation:	-0.637
Significant impacted?	NO	Fully mitigated?	N/A

Result 201612.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			DUQUESNE AVE./HUGHES AVE.			Year of Count: 2016			Ambient Growth: (%): 1			Conducted by:		Date: 12/16/2016			
2		East-West Street:			WASHINGTON BLVD.			Projection Year: 2020			Peak Hour: AM			Reviewed by:		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 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?					1			1			1			1					
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	294	1	294	0	294	294	-1	305	1	305	0	305	1	305		305		0
	Left-Through		0							0				0					
	Through	434	0	578	0	434	594	10	462	0	612	0	462	0	628		462		0
	Through-Right		1							1				1					
	Right	144	0	0	16	160	0	0	150	0	0	16	166	0	0		166		0
	Left-Through-Right		0							0				0					
	Left-Right																		
SOUTHBOUND	Left	44	1	44	12	56	56	64	110	1	110	12	122	1	122		122		0
	Left-Through		0							0				0					
	Through	626	0	716	0	626	716	2	653	0	749	0	653	0	749		653		0
	Through-Right		1							1				1					
	Right	90	0	0	0	90	0	2	96	0	0	0	96	0	0		96		0
	Left-Through-Right		0							0				0					
	Left-Right																		
EASTBOUND	Left	92	1	92	0	92	92	0	96	1	96	0	96	1	96		96		0
	Left-Through		0							0				0					
	Through	1091	1	763	6	1097	766	22	1157	1	805	6	1163	1	808		1163		0
	Through-Right		1							1				1					
	Right	434	0	434	0	434	434	1	453	0	453	0	453	0	453		453		0
	Left-Through-Right		0							0				0					
	Left-Right																		
WESTBOUND	Left	144	1	144	1	145	145	0	150	1	150	1	151	1	151		151		0
	Left-Through		0							0				0					
	Through	1175	1	649	1	1176	650	25	1248	1	702	1	1249	1	703		1249		0
	Through-Right		1							1				1					
	Right	123	0	123	1	124	124	27	155	0	155	1	156	0	156		156		0
	Left-Through-Right		0							0				0					
	Left-Right																		
CRITICAL VOLUMES		North-South: 1010 East-West: 907 SUM: 1917			North-South: 1010 East-West: 911 SUM: 1921			North-South: 1054 East-West: 955 SUM: 2009				North-South: 1054 East-West: 959 SUM: 2013				North-South: 0 East-West: 0 SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:		1.278			1.281			1.339				1.342				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.208			1.211			1.269				1.272				0.000			
LEVEL OF SERVICE (LOS):		F			F			F				F				A			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			DUQUESNE AVE./HUGHES AVE.			Year of Count:			2016		Ambient Growth: (%)			1		Conducted by:				Date:		12/16/2016	
2		East-West Street:			WASHINGTON BLVD.			Projection Year:			2020		Peak Hour:			PM		Reviewed by:		HS		Project:			
No. of Phases					2			2			2			2			2			2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0			0			0			0			0			0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?					0			0			0			0			0			0			0		
ATSAC-1 or ATSAC+ATCS-2?					1			1			1			1			1			1			1		
Override Capacity					0			0			0			0			0			0			0		
MOVEMENT					EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
					Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	95	1	95	0	95	95	3	102	1	102	0	102	1	102		102		0						
	Left-Through		0							0				0											
	Through	235	0	268	0	235	270	22	267	0	302	0	267	0	304		267		0						
	Through-Right		1							1				1											
	Right	33	0	0	2	35	0	1	35	0	0	2	37	0	0		37		0						
	Left-Through-Right		0							0				0											
	Left-Right																								
SOUTHBOUND	Left	36	1	36	1	37	37	36	73	1	73	1	74	1	74		74		0						
	Left-Through		0							0				0											
	Through	343	0	389	0	343	389	37	394	0	451	0	394	0	451		394		0						
	Through-Right		1							1				1											
	Right	46	0	0	0	46	0	9	57	0	0	0	57	0	0		57		0						
	Left-Through-Right		0							0				0											
	Left-Right																								
EASTBOUND	Left	79	1	79	0	79	79	0	82	1	82	0	82	1	82		82		0						
	Left-Through		0							0				0											
	Through	816	1	496	1	817	496	20	869	1	527	1	870	1	528		870		0						
	Through-Right		1							1				1											
	Right	175	0	175	0	175	175	3	185	0	185	0	185	0	185		185		0						
	Left-Through-Right		0							0				0											
	Left-Right																								
WESTBOUND	Left	83	1	83	7	90	90	1	87	1	87	7	94	1	94		94		0						
	Left-Through		0							0				0											
	Through	504	1	274	9	513	283	26	550	1	328	9	559	1	337		559		0						
	Through-Right		1							1				1											
	Right	44	0	44	9	53	53	60	106	0	106	9	115	0	115		115		0						
	Left-Through-Right		0							0				0											
	Left-Right																								
CRITICAL VOLUMES					North-South: 484			North-South: 484			North-South: 553			North-South: 553			North-South: 0								
					East-West: 579			East-West: 586			East-West: 614			East-West: 622			East-West: 0								
					SUM: 1063			SUM: 1070			SUM: 1167			SUM: 1175			SUM: 0								
VOLUME/CAPACITY (V/C) RATIO:					0.709			0.713			0.778			0.783			0.000								
V/C LESS ATSAC/ATCS ADJUSTMENT:					0.639			0.643			0.708			0.713			0.000								
LEVEL OF SERVICE (LOS):					B			B			C			C			A								

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WASHINGTON BLVD./WATSEKA AVE.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	12/16/2016					
3	East-West Street:	CULVER BLVD.		Projection Year:	2020		Peak Hour:	AM		Reviewed by:	HS		Project:						
No. of Phases		4		4		4		4		4		4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3							
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0							
Override Capacity		1		1		1		1		1		1							
		0		0		0		0		0		0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1201	3	420	0	1201	420	192	1442	3	505	0	1442	3	505	0	1442	3	505
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	42	1	14	0	42	14	0	44	1	15	0	44	1	15	0	44	1	15
EASTBOUND	Left	28	1	28	0	28	28	0	29	1	29	0	29	1	29	0	29	1	29
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	525	1	276	1	526	276	86	632	1	330	1	633	1	330	1	633	1	330
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
WESTBOUND	Left	830	2	457	0	830	457	122	986	2	542	0	986	2	542	0	986	2	542
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	718	1	372	28	746	386	52	799	1	413	28	827	1	427	28	827	1	427
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
CRITICAL VOLUMES	North-South:	420		420		420		505		505		505		505		505		0	
	East-West:	733		733		733		872		872		872		872		872		0	
	SUM:	1153		1153		1153		1377		1377		1377		1377		1377		0	
VOLUME/CAPACITY (V/C) RATIO:		0.839		0.839		0.839		1.001		1.001		1.001		1.001		1.001		0.000	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.769		0.769		0.769		0.931		0.931		0.931		0.931		0.931		0.000	
LEVEL OF SERVICE (LOS):		C		C		C		E		E		E		E		E		A	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	WASHINGTON BLVD./WATSEKA AVE.		Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:			Date:	12/16/2016						
3	East-West Street:	CULVER BLVD.		Projection Year:	2020		Peak Hour:	PM		Reviewed by:	HS		Project:							
No. of Phases		4		4		4		4		4		4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3		NB-- 2 SB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0								
Override Capacity		1		1		1		1		1		1								
		0		0		0		0		0		0								
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	1115	3	390	0	1115	390	142	1302	3	456	0	1302	3	456	0	1302	3	456	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	138	1	111	0	138	111	0	144	1	116	0	144	1	116	0	144	1	116	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	819	1	421	17	836	430	55	907	1	466	17	924	1	474	0	924	1	474	
	Through-Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	733	2	403	0	733	403	187	950	2	523	0	950	2	523	0	950	2	523	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	444	1	239	3	447	241	85	547	1	291	3	550	1	293	0	550	1	293	
	Through-Right	34	0	34	0	34	34	0	35	0	35	0	35	0	35	0	35	0	35	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 390			North-South: 390			North-South: 456				North-South: 456				North-South: 0				
		East-West: 824			East-West: 833			East-West: 989				East-West: 997				East-West: 0				
		SUM: 1214			SUM: 1223			SUM: 1445				SUM: 1453				SUM: 0				
VOLUME/CAPACITY (V/C) RATIO:		0.883			0.889			1.051				1.057				0.000				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.813			0.819			0.981				0.987				0.000				
LEVEL OF SERVICE (LOS):		D			D			E				E				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	IRVING PL.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	12/16/2016										
4	East-West Street:	CULVER BLVD.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			NB-- 0 SB-- 3 EB-- 0 WB-- 0 1 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1 0		NB-- 0 SB-- 3 EB-- 0 WB-- 0 1 0											
MOVEMENT			EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT			FUTURE CONDITION W/ PROJECT			FUTURE W/ PROJECT W/ MITIGATION					
			Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	110	1	110	1	111	111	0	114	1	114	1	115	1	115		115		0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Through-Right	104	1	87	0	104	87	0	108	1	91	0	108	1	91		108		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Left-Through	1652	2	577	1	1653	577	278	1997	2	693	1	1998	2	693		1998		0	
	Through	78	1	78	0	78	78	0	81	0	81	0	81	0	81		81		0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
WESTBOUND	Left	34	1	34	0	34	34	0	35	1	35	0	35	1	35		35		0	
	Left-Through	1415	3	472	27	1442	481	174	1646	3	549	27	1673	3	558		1673		0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		0	
CRITICAL VOLUMES			North-South: 110 East-West: 611 SUM: 721	North-South: 111 East-West: 611 SUM: 722	North-South: 114 East-West: 728 SUM: 842	North-South: 115 East-West: 728 SUM: 843	North-South: 0 East-West: 0 SUM: 0													
VOLUME/CAPACITY (V/C) RATIO:			0.506	0.507	0.591	0.592	0.000													
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.436	0.437	0.521	0.522	0.000													
LEVEL OF SERVICE (LOS):			A	A	A	A	A													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Result 201612.xls

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	CARDIFF AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	12/16/2016									
5	East-West Street:	CULVER BLVD.	Projection Year:	2020	Peak Hour:	AM	Reviewed by:	HS	Project:										
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?																			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
Override Capacity		1	1		1		1		1										
		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	33	1	22	1	34	23	0	34	1	22	1	35	1	23	0	35	0	0
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	23	1	23	0	23	23	0	24	1	24	0	24	1	24	0	24	0	0
	Left	1719	3	573	1	1720	573	278	2067	3	689	1	2068	3	689	0	2068	0	0
WESTBOUND	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	1433	2	484	25	1458	492	174	1665	2	561	25	1690	2	570	0	1690	0	0
CRITICAL VOLUMES	North-South:	22	23	22	23	22	23	22	23	22	23	22	23	22	23	0	0	0	0
	East-West:	573	573	689	689	689	689	689	689	689	689	689	689	689	689	0	0	0	0
	SUM:	595	596	711	711	711	711	711	711	711	711	711	711	711	711	0	0	0	0
	VOLUME/CAPACITY (V/C) RATIO:	0.397	0.397	0.474	0.474	0.475	0.475	0.475	0.475	0.475	0.475	0.475	0.475	0.475	0.475	0.000	0.000	0.000	0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.327	0.327	0.404	0.404	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.405	0.000	0.000	0.000	0.000
LEVEL OF SERVICE (LOS):	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	-0.404
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	CARDIFF AVE.	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:		Date:	12/16/2016	
5	East-West Street:	CULVER BLVD.	Projection Year:	2020	Peak Hour:	PM	Reviewed by:	HS	Project:		
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		1
Override Capacity		0	NB--		0	SB--		0	EB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0
		0	EB--		0	WB--		0	NB--		0
		0	WB--		0	NB--		0	SB--		0

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street: MAIN ST.			Year of Count: 2016			Ambient Growth: (%): 1				Conducted by:		Date: 12/16/2016					
6		East-West Street: CULVER BLVD.			Projection Year: 2020			Peak Hour: AM				Reviewed by:		Project:					
No. of Phases		3			3			3				3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0				0		0					
ATSAC-1 or ATSAC+ATCS-2?		1			1			1				1							
Override Capacity		0			0			0				0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Left-Through		0							0			0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Through-Right		0							0			0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Left-Through-Right		0							0			0						
	Left-Right																		
SOUTHBOUND	Left	105	1	105	0	105	105	0	109	1	109	0	109	1	109	109		0	
	Left-Through		0							0			0						
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Through-Right		0							0			0						
	Right	215	1	83	4	219	87	0	224	1	87	4	228	1	91	228		0	
	Left-Through-Right		0							0			0						
	Left-Right																		
EASTBOUND	Left	264	1	264	0	264	264	0	275	1	275	0	275	1	275	275		0	
	Left-Through		0							0			0						
	Through	1434	3	478	1	1435	478	278	1770	3	590	1	1771	3	590	1771		0	
	Through-Right		0							0			0						
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Left-Through-Right		0							0			0						
	Left-Right																		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Left-Through		0							0			0						
	Through	1265	2	633	22	1287	644	174	1490	2	745	22	1512	2	756	1512		0	
	Through-Right		0							0			0						
	Right	105	1	53	0	105	53	4	113	1	59	0	113	1	59	113		0	
	Left-Through-Right		0							0			0						
	Left-Right																		
CRITICAL VOLUMES		North-South: 105 East-West: 897 SUM: 1002			North-South: 105 East-West: 908 SUM: 1013			North-South: 109 East-West: 1020 SUM: 1129				North-South: 109 East-West: 1031 SUM: 1140				North-South: 0 East-West: 0 SUM: 0			
VOLUME/CAPACITY (V/C) RATIO:		0.703			0.711			0.792				0.800				0.000			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.633			0.641			0.722				0.730				0.000			
LEVEL OF SERVICE (LOS):		B			B			C				C				A			

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	MAIN ST.			Year of Count:	2016		Ambient Growth: (%):	1		Conducted by:					Date:	12/16/2016			
6	East-West Street:	CULVER BLVD.			Projection Year:	2020		Peak Hour:	PM		Reviewed by:	HS				Project:				
No. of Phases		3			3		3		3		3		3		3		3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0		0		0		0		0		0		0			
ATSAC-1 or ATSAC+ATCS-2?		1			1		1		1		1		1		1		1			
Override Capacity		0			0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SOUTHBOUND	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left	218	1	218	0	218	218	0	227	1	227	0	227	1	227	0	227	0		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	195	1	122	0	195	120	-1	202	1	126	0	202	1	124	0	202	0		
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Right	147	1	147	3	150	150	0	153	1	153	3	156	1	156	0	156	0		
	Left-Through	1792	3	597	15	1807	602	199	2064	3	688	15	2079	3	693	0	2079	0		
WESTBOUND	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through-Right	1084	2	542	3	1087	544	272	1400	2	700	3	1403	2	702	0	1403	0		
	Right	69	1	0	0	69	0	5	77	1	0	0	77	1	0	0	77	0		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
CRITICAL VOLUMES		North-South: 218 East-West: 689 SUM: 907			North-South: 218 East-West: 694 SUM: 912			North-South: 227 East-West: 853 SUM: 1080				North-South: 227 East-West: 858 SUM: 1085				North-South: 0 East-West: 0 SUM: 0				
VOLUME/CAPACITY (V/C) RATIO:		0.636			0.640			0.758				0.761				0.000				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.566			0.570			0.688				0.691				0.000				
LEVEL OF SERVICE (LOS):		A			A			B				B				A				

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	-0.688
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:		North-South Street:			CANFIELD AVE./WASHINGTON BLVD.			Year of Count:			2016		Ambient Growth: (%)			1		Conducted by:				Date:		12/16/2016													
7		East-West Street:			CULVER BLVD.			Projection Year:			2020		Peak Hour:			AM		Reviewed by:		HS		Project:															
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity					4						4					4					4																
		NB--			0			SB--			0			NB--			0			SB--			0			NB--			0			SB--			0		
		EB--			0			WB--			0			EB--			0			WB--			0			EB--			0			WB--			0		
					1						1					1					1					1					1						
					0						0					0					0					0					0						
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION																					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume																		
NORTHBOUND	Left	1098	1	578	9	1107	583	35	1178	1	620	9	1187	1	624	1187			0																		
	Left-Through		1							1				1																							
	Through	58	0	578	0	58	583	1	61	0	620	0	61	0	624	61			0																		
	Through-Right		0							0				0																							
	Right	51	1	28	0	51	28	8	61	1	6	0	61	1	6	61			0																		
	Left-Through-Right		0							0				0																							
	Left-Right																																				
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0																		
	Left-Through		0							0				0																							
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0																		
	Through-Right		0							0				0																							
	Right	13	1	2	0	13	2	0	14	1	2	0	14	1	2	14			0																		
	Left-Through-Right		0							0				0																							
	Left-Right																																				
EASTBOUND	Left	22	1	22	0	22	22	1	24	1	24	0	24	1	24	24			0																		
	Left-Through		0							0				0																							
	Through	766	2	383	1	767	384	174	971	2	486	1	972	2	486	972			0																		
	Through-Right		0							0				0																							
	Right	729	2	112	1	730	111	102	861	2	164	1	862	2	162	862			0																		
	Left-Through-Right		0							0				0																							
	Left-Right																																				
WESTBOUND	Left	46	1	46	0	46	46	63	111	1	111	0	111	1	111	111			0																		
	Left-Through		0							0				0																							
	Through	284	1	145	12	296	151	142	438	1	222	12	450	1	228	450			0																		
	Through-Right		1							1				1																							
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	6			0																		
	Left-Through-Right		0							0				0																							
	Left-Right																																				
CRITICAL VOLUMES		North-South:		580	North-South:		585	North-South:		622	North-South:		626	North-South:		626	North-South:		0																		
		East-West:		429	East-West:		430	East-West:		597	East-West:		597	East-West:		597	East-West:		0																		
		SUM:		1009	SUM:		1015	SUM:		1219	SUM:		1223	SUM:		1223	SUM:		0																		
VOLUME/CAPACITY (V/C) RATIO:				0.734			0.738			0.887			0.889			0.889			0.000																		
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.664			0.668			0.817			0.819			0.819			0.000																		
LEVEL OF SERVICE (LOS):				B			B			D			D			D			A																		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet (Circular 212 Method)



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

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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