



## Division of Land / Environmental Review

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



### *Volume 3 Appendices F-J*

## ***DRAFT ENVIRONMENTAL IMPACT REPORT*** *WEST LOS ANGELES COMMUNITY PLAN AREA*

# ***10000 Santa Monica Boulevard Project***

*ENV-2011-0540-EIR*  
*State Clearinghouse No. 2011041042*

*Council District 5*

**THIS DOCUMENT COMPRISES THE FIRST PART OF THE ENVIRONMENTAL  
IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE FINAL EIR WILL  
COMPRISE THE SECOND AND FINAL PART.**

**Project Address:** 10000 Santa Monica Boulevard, Los Angeles, California 90067

**Project Description:** SM 10000 Property, LLC, (the Applicant) proposes the development of a residential project at 10000 Santa Monica Boulevard within the Century City community of the City of Los Angeles. The project would provide up to 283 residential units in a building up to 39 stories and approximately 460 feet of height. The project would also include a smaller maximum 9-story (approximately 90-feet in height) ancillary building containing parking and recreation/site amenities for project residents. The project would also provide a large amount of ground-level landscaped open space, and a large landscaped recreation deck on top of the ancillary building.

**APPLICANT:**  
**SM 10000 Property, LLC**

**PREPARED BY:**  
**Environmental Review Section**  
**Los Angeles City Planning Department**

**September 15, 2011**

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APPENDIX F – HYDROLOGY/WATER QUALITY STUDY

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**PROJECT SITE:**

10000 W. Santa Monica Blvd  
Los Angeles, California 90067  
APN: 4319-001-(001-002)

Vesting Tentative Tract Map No. 71555  
Environmental Impact Report No. ENV 2001-0540

**PREPARED FOR:**

SM 10000 Property, LLC  
2200 Biscayne Boulevard  
Miami, Florida 33137  
Tel: (305) 372-1155

**PREPARED BY:**

S.E.C. Civil Engineers, Inc  
16823 Saticoy Street  
Van Nuys, California 91406  
Tel: 818.782.2788  
JN: 7512.01

**MAY, 2011**  
**(Revision 2)**



**Hydrology / Water Quality Study**



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## Introduction

This section evaluates the potential hydrology impacts of the 10000 Santa Monica Boulevard condominium project to the existing drainage characteristics of the site and the surrounding area, as well as existing surface and groundwater quality.

## Existing Conditions

The project site is located within the 9-mile-long Ballona Creek Watershed flood protection channel located in the western portion of the Los Angeles Basin, bounded by the Santa Monica Mountains on the north, the Harbor Freeway (Rte 110) to the east, Baldwin Hills to the south, and the City of Santa Monica to the west. The Ballona Creek Watershed totals approximately 130 square miles with major tributaries including the Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and an array of storm drains across the watershed basin. During a 50-year storm event, the Ballona Creek is designed to discharge to Santa Monica Bay at approximately 71,400 cubic feet per second. In addition to the Century City Community, the watershed is also comprised of various parts of the Cities of: Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood and unincorporated Los Angeles.

The project site is proximate to the Benedict Canyon Drainage System. The system drains approximately 10,600 acres that are bounded roughly by the Santa Monica Mountains to the North, the community of Westwood to the east, the City of Culver City to the South, and the city of Beverly Hills just outside of Century City to the west. Storm water conveyed by this system eventually enters the Ballona Creek Channel at Madison Avenue in Culver City.

An existing 46 year old 84" RCP storm drain per "D-17483", flows Easterly along Santa Monica Boulevard fronting the subject property, this storm drain junctions with an existing 47 year old 20'Wx14'H Reinforced Concrete Box (RCB) per "Benedict Canyon Channel Plans" which flows Southerly along Moreno Drive on the east side of the subject property.

A former office building with an auxiliary parking structure occupied the site with impervious surfaces and minimal planting areas. Presently, the project site is vacant and covered with natural ground. The 50 year storm event discharges 8.0 cfs.

### **Proposed Conditions, Best Management Practices and Project Impact**

The project will include 283-unit condominium project with auxiliary amenities and subterranean parking structure. Other site improvements associated with the project will include driveways, catch basins, and underground utilities.

The proposed development of the property will not have significant impact on the discharges generated from the project site. The hydrology study has been conducted for a 50-year storm frequency. The discharges generated from the developed areas will be treated for pollutants according to the L.A. County's Best Management Practice (B.M.P.) methods and guidelines.

The proposed BMP's include bio-filter planters, filter inserts and downspout filters. The runoff from the site is being pretreated by filter inserts in the catch basins prior to inletting into the Bio-Filter Planter. The runoff from the roof is being pretreated in the downspout filters prior to inletting to the Bio-Filter Planter.

The proposed 283-unit condominium project with auxiliary amenities and subterranean parking structure will not have any significant impact on the amount of discharge generated from the project site. The proposed project will increase the amount of pervious areas and will detain any additional discharge of peak water flow in Bio-Filter Planters.

**Mitigation Measures**

Prior to the start of construction, a Notice Of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) will be prepared in order to fulfill the California SWRCB Order No. 99-08-DWQ, NPDES General Permit No. CA000002 (General Construction Permit) and the city of Los Angeles SUSMP requirements as well as comply with the Los Angeles County Department of Public Works 2006 Hydrology Manual.

**Peak Stormwater**

The proposed project will have a 50-year rain event discharge of 8.0 cfs with detention in Bio-Filter Planters. With a drainage pattern directed to the southeasterly corner, the proposed project will direct most of its storm water to the existing storm drain system on Moreno Drive with a relative small amount to the Santa Monica Blvd Drain. Any potential pollutants that might otherwise enter the existing drainage system will be filtered out via filter inserts or other approved method.

The proposed bio-filter structure will be designed to hold approximately 1335 cubic feet or 9980 gallons of discharge and it will reduce the peak down to 8.0 cfs.

**First Flush**

The proposed site is 104,544 sq. ft. with total of 52 percent of impervious and 48 percent pervious area. The first flush discharge of 0.75 inches will be treated in the Bio-Filter Planters and filter inserts. Calculations and details are presented below.

## Storm Water Pollution Prevention Plan

### Best Management Practices

Per Appendix J Attachment F of the City of Los Angeles Storm Water Program Handbook

### BMP CONSIDERATION CHECKLIST

<b>CONSTRUCTION SITE BMPs CONSIDERATION CHECKLIST</b>					
The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.					
<b>EROSION CONTROL BMPs</b>					
BMP No.	BMP	CONSIDERED FOR PROJECT	CHECK IF USED	CHECK IF NOT USED	IF NOT USED, STATE REASON
ES-1	Scheduling		✓		
ES-2	Preservation of Existing Vegetation			✓	Project site has No existing vegetation
ES-3	Hydraulic Mulch			✓	Project site flat; Not needed
ES-4	Hydroseeding	✓			
ES-5	Soil Binders	✓			
ES-6	Straw Mulch	✓			
ES-7	Geotextiles & Mats	✓			
ES-8	Wood Mulching	✓			
ES-9	Earth Dikes & Drainage Swales		✓		
ES-10	Velocity Dissipation Devices		✓		
ES-11	Slope Drains			✓	Project has no slopes



### CONSTRUCTION SITE BMPs CONSIDERATION CHECKLIST

The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.

#### SEDIMENT CONTROL BMPs

BMP No.	BMP	CONSIDERED FOR PROJECT	CHECK IF USED	CHECK IF NOT USED	IF NOT USED, STATE REASON
SC-1	Silt Fence		✓		
SC-2	Sediment Basin		✓		
SC-3	Sediment Trap	✓			
SC-4	Check Dam	✓			
SC-5	Fiber Rolls	✓			
SC-6	Gravel Bag Berm	✓			
SC-7	Street Sweeping and Vacuuming		✓		
SC-8	Sand Bag Barrier		✓		
SC-9	Straw Bale Barrier	✓			
SC-10	Storm Drain Inlet Protection		✓		

#### WIND EROSION CONTROL BMPs

WE-1	Wind Erosion Control		✓		
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#### TRACKING CONTROL BMPs

TC-1	Stabilized Construction Entrance/Exit		✓		
TC-2	Stabilized Construction Roadway	✓			
TC-3	Entrance/Outlet Tire Wash	✓			

### CONSTRUCTION SITE BMPs CONSIDERATION CHECKLIST

The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.

#### NON-STORM WATER MANAGEMENT BMPs

### CONSTRUCTION SITE BMPs CONSIDERATION CHECKLIST

The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.

BMP No.	BMP	CONSIDERED FOR PROJECT	CHECK IF USED	CHECK IF NOT USED	IF NOT USED, STATE REASON
NS-1	Water Conservation Practices		✓		
NS-2	Dewatering Operations		✓		
NS-3	Paving and Grinding Operations		✓		
NS-4	Temporary Stream Crossing			✓	None exists
NS-5	Clear Water Diversion			✓	No clear water exists on-site
NS-6	Illicit Connection/ Discharge		✓		
NS-7	Potable Water/Irrigation		✓		
NS-8	Vehicle and Equipment Cleaning	✓			
NS-9	Vehicle and Equipment Fueling		✓		
NS-10	Vehicle and Equipment Maintenance		✓		
NS-11	Pile Driving Operations	✓			
NS-12	Concrete Curing		✓		
NS-13	Concrete Finishing		✓		
NS-14	Material and Equipment Use Over Water			✓	Project site above ground, no body of water exists below site.
NS-15	Demolition Adjacent to Water			✓	No existing body of water.
NS-16	Temporary Batch Plants			✓	No batch plant is proposed

### CONSTRUCTION SITE BMPs CONSIDERATION CHECKLIST

The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.

#### WASTE MANAGEMENT AND MATERIALS POLLUTION CONTROL BMPs

**CONSTRUCTION SITE BMPs  
CONSIDERATION CHECKLIST**

The BMPs listed here should be considered for every project. Those BMPs that are not included in the SWPPP must be checked as "Not Used" with a brief statement describing why it is not being used.

BMP No.	BMP	CONSIDERED FOR PROJECT	CHECK IF USED	CHECK IF NOT USED	IF NOT USED, STATE REASON
WM-1	Material Delivery and Storage		✓		
WM-2	Material Use		✓		
WM-3	Stockpile Management		✓		
WM-4	Spill Prevention and Control		✓		
WM-5	Solid Waste Management		✓		
WM-6	Hazardous Waste Management		✓		
WM-7	Contaminated Soil Management	✓			
WM-8	Concrete Waste Management		✓		
WM-9	Sanitary/Septic Waste Management		✓		
WM-10	Liquid Waste Management		✓		

### Cumulative Impacts

No significant cumulative impacts would result from the proposed project in combination with related projects; The proposed project will incorporate and comply with regulatory guidelines imposed by the local, city, and state government.

## **OPERATIONS AND MAINTENANCE FOR THE DEPRESSED FILTRATION PLANTER AREAS**

The maintenance program will include the following key components:

Filtration planters remove stormwater pollutants through a combination of overland flow through vegetation, surface detention, and filtration through soil. Frequent inspection and maintenance is required until vegetation becomes established. Thereafter, routine maintenance requirements are considered minimal.

Typical routine maintenance consists of the following:

- a. Inspect soil and plantings. Remove weeds, prune vegetation and replenish mulch as needed. Clear any obstructions and remove any accumulation of sediment.
- b. Inspect side slopes for evidence of instability or erosion and correct as necessary.
- c. Observe soil at the bottom of the ponding area for uniform percolation throughout. If portions of the area do not drain within 48 hours after the end of a storm, the soil should be tilled and replanted. Remove any debris or accumulated sediment.
- d. Examine the vegetation to insure that it is healthy and dense enough to provide filtering and to protect soils from erosion. Confirm that irrigation is adequate and not excessive. Replace dead plants and remove invasive vegetation.
- e. Abate any potential vectors by filling holes in the surface and around the ponding area. If mosquito larvae are present and persistent, contact the County Vector Control District for information and advice. Mosquito larvicides should be applied only when absolutely necessary and then only by a licensed individual or contractor.

### **MAINTENANCE LOG:**

Keep a log of all inspection and maintenance performed on the catch basins, trench drains, filters and planter box filtration system. Keep this log on-site.

### **STENCILING**

Legibility of stencils and/ or signs at all storm drain inlets and catch basins within the project area must be maintained at all time.

# OPERATION & MAINTENANCE PLAN FOR FILTER INSERT

The maintenance program will include the following key components:

## 1. REGULAR SWEEPING AND REMOVAL OF DEBRIS:

Vehicle parking lot will be swept on a regular basis. Sediment and debris (litter, leaves, papers and cans, etc.) within the area, especially around the drainage inlet, will be collected and removed. The frequency of sweeping will be based on the amount of sediment and debris generated.

## 2. REGULAR INSPECTIONS:

The catch basin, downspout, or trench drain filter insert will be inspected on a regular basis. The frequency of inspection will be based on pollutant loading, amount of debris, leaves, etc., and amount of runoff. At a minimum, there will be three inspections per year.

## 3. CONDUCT OF THE VISUAL INSPECTION:

- a. Broom sweep around the inlet and remove the inlet grate.
- b. Inspect the filter liner for serviceability. If called for, the filter body will be replaced.
- c. Check the condition of the adsorbent pouches and visually check the condition of the enclosed adsorbent. If the surface of the granules is more than 50% coated with a dark gray or black substance, the pouches will be replaced with new ones.
- d. Check for loose or missing nuts (on some models) and gaps between the filter and the inlet wall, which would allow bypass of the filter during low flows.
- e. The filter components will be replaced in the inlet and the grate replaced.

## 4. CLEANING OUT THE FILTER INSERT:

Regardless of the model of filter insert, the devices must be cleaned out on a recurring basis. The manufacturer recommends at least three cleanings per year – more in high exposure areas. For the Hydro-Cartridge filters, the filter must be cleaned when the solids level reaches close to the full tip.

- a. The Standard Filter, in most cases, can be cleaned out by removing the device from the inlet and dumping the contents into a DOT approved drum for later disposal. If the oil-adsorbant pouches need to be changed, the time to change them is immediately after dumping and before the filter is replaced in the inlet.
- b. Because of weight, method of installation and so forth, some filter inserts will be cleaned with the aid of a vactor truck. If necessary, the oil-adsorbant pouches will be changed after the pollutants have been removed and as the filter is being returned to service.

## 5. STENCILING:

Legibility of stencils and/ or signs at all storm drain inlets and catch basins within the project area must be maintained at all time.

## 6. MAINTENANCE LOG:

Keep a log of all inspections and maintenance performed on the catch basins, trench drains, and filter inserts. Keep this log on-site.

## OPERATION & MAINTENANCE PLAN FOR DOWNSPOUT FILTER

The maintenance program will include the following key components:

**1. REGULAR SWEEPING AND REMOVAL OF DEBRIS:**

Roof gutters should be inspected and cleaned as necessary to prevent trash, debris, or sediment from clogging the roof drains.

**2. REGULAR INSPECTIONS:**

The downspout filter insert will be inspected on a regular basis. The frequency of inspection will be based on pollutant loading, amount of debris, leaves, etc., and amount of runoff. At a minimum, there will be three inspections per year.

**3. CONDUCT OF THE VISUAL INSPECTION:**

- a. Inspect the filter liner for serviceability. If called for, the filter body will be replaced.
- b. Check the condition of the adsorbent pouches and visually check the condition of the enclosed adsorbent. If the surface of the granules is more than 50% coated with a dark gray or black substance, the pouches will be replaced with new ones.
- c. Check for loose or missing nuts (on some models) and gaps between the filter and the inlet wall, which would allow bypass of the filter during low flows.
- d. The filter components will be replaced in the downspout and the cover replaced.

**4. CLEANING OUT THE FILTER INSERT:**

Regardless of the model of filter insert, the devices must be cleaned out on a recurring basis. The manufacturer recommends at least three cleanings per year – more in high exposure areas. For the Hydro-Cartridge filters, the filter must be cleaned when the solids level reaches close to the full tip.

- a. The Standard Filter, in most cases, can be cleaned out by removing the device from the inlet and dumping the contents into a DOT approved drum for later disposal. If the oil-absorbant pouches need to be changed, the time to change them is immediately after dumping and before the filter is replaced in the inlet.
- b. Because of weight, method of installation and so forth, some filter inserts will be cleaned with the aid of a vactor truck. If necessary, the oil-absorbant pouches will be changed after the pollutants have been removed and as the filter is being returned to service.

**5. MAINTENANCE LOG:**

Keep a log of all inspections and maintenance performed on the roof drains, roof gutters, and filter inserts. Keep this log on-site.

Recording requested by and mail to:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

\*\*\*\*\*Space Above This Line For Recorder's Use\*\*\*\*\*

**MASTER COVENANT AND AGREEMENT**

The undersigned hereby certifies I am (we are) the owner(s) of the hereinafter legally described real property located in the City of Los Angeles, County of Los Angeles, State of California (please give the legal description):

\_\_\_\_\_  
Site Address \_\_\_\_\_

That in consideration of the approval of Case No. \_\_\_\_\_ by the City Planning Department, I (we) do hereby promise, covenant and agree to and with the City of Los Angeles and the City Planning Department of said City that to the extent of our interest, I (we) acknowledge and will comply with Condition Nos. 1 through \_\_\_\_\_ (see attached).

This covenant and agreement shall run with the land and shall be binding upon any future owners, encumbrancers, their successors, heirs or assigns and shall continue in effect until the City Planning Department of the City of Los Angeles approves its termination.

\_\_\_\_\_  
(Print Name of Property Owner)

\_\_\_\_\_  
(Print Name of Property Owner)

\_\_\_\_\_  
(Signature of Property Owner)

\_\_\_\_\_  
(Signature of Property Owner)

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

\*\*\*\*\*Space Below This Line For Notary's Use\*\*\*\*\*

**ALL-PURPOSE ACKNOWLEDGMENT**

State of California

County of \_\_\_\_\_

On \_\_\_\_\_ before me, \_\_\_\_\_  
(Insert Name of Notary Public and Title)

personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf on which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature (Seal)

\*\*\*\*\*

Case No. dddd \_\_\_\_\_  
Condition No(s). \_\_\_\_\_

Approved for recording by \_\_\_\_\_ Date: \_\_\_\_\_  
(Department of City Planning)

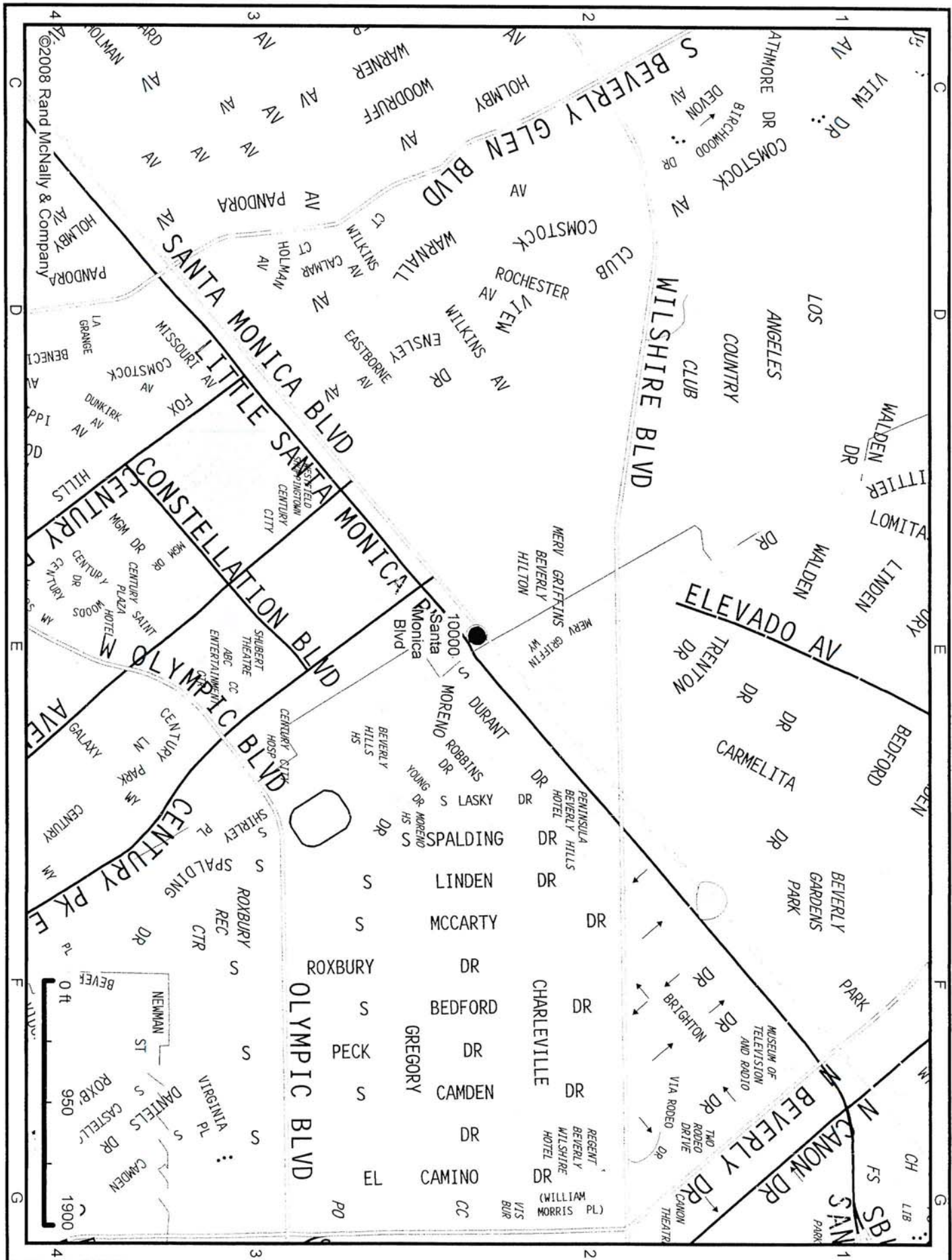
## Appendices



## Appendix A

10000 Santa Monica Blvd: Los Angeles, CA 90024, 632 - E2

10000 Santa Monica Blvd: Los Angeles, CA 90024, 632 - E2



## Appendix B

Site Areas	Total Site	Impervious	Landscaping
Roof Landscape Biofilter	5,858		5,858
Pervious Landscape	16,758		16,758
Irrigated Planters	14,991		14,991
Tower Roof	15,995	15,995	
Tower Roof overlap	(1,168)	(1,168)	
Hardscape Pool & Parking			
Deck & Paving	51,916	51,916	
<b>Total</b>	<b>104,350</b>	<b>66,743</b>	<b>37,607</b>
Biofilter required @ 4%	2,670		

## Appendix C

Project	Subarea	Area (acre)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	sohyet (in)	Tc-calcula	Intensity (l)	Cu	Cd	Flowrate (c
7512.01	vacant	2.4	0.02	50	16	490	0.033	6.3	5	3.76	0.89	0.89	8.03

Project	Subarea	Area (acre)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Ischyet (in)	Tc-calc	Intensity (l)	Cu	Cd	Flowrate (c)
7512.01	DWY	0.84	0.52	50	16	490	0.023	6.3	6	3.45	0.87	0.89	2.58
7512.01	BUILD	1.56	1	50	16	350	0.01	6.3	5	3.76	0.89	0.9	5.28

Project	Subarea	Area (acre)	%imp	Frequency	Soil Type	Length (ft)	Slope (ft/ft)	Ischyt (in)	T-calculation	Intensity (i)	Cu	Cd	Flowrate (c)
7512.01	DWY	0.84	0.52	50	16	490	0.023	6.3	6	3.45	0.87	0.89	2.58
7512.01	BUILD	1.56	1	50	16	350	0.01	6.3	5	3.76	0.89	0.9	5.28

### Calculation of proportion impervious

asphalt - 0.39 ac @ 100%

building - 1.56 ac @ 100%

planting area - 0.45 ac @ 10%

TOT. - 2.4 ac

$$\text{proport. imperv. for the 'study'} = \frac{0.39 \times 1 + 0.45 \times 0.1}{2.4} = 0.52$$



# Detention Basin Calc's

H (ft)	AREA (SQ. FT)	VOLUME (AC-FT)	Q out (CFS)
0.25	2670	0.015	4.74
0.5	2670	0.03	6.704

ABIO-FILTER = 2670 SQ. FT.

$$V = \frac{2670 \times 0.5}{43560} = 0.03 \text{ AC-FT}$$

## Sample Q out Calc's

$$Q = CA \sqrt{2gh} ; C = 0.67$$

$$d = 18'' = 1.5'$$

$$Q_{out} = 0.67 \times \frac{1.5^2}{4} \cdot \sqrt{2 \cdot g \cdot 0.25} = 4.74 \text{ CFS}$$

### S.E.C. CIVIL ENGINEERS, INC.

16823 SATICOY STREET VAN NUYS, CA. 91406  
 (818) 782-2788 (323) 873-1788 FAX: (818) 782-0111  
 RONALD W. SPINDLER R.C.E. 13194

JOB NO: 7512.00

DATE:

SCALE: 4-28-11

REVISION:

REVISION:

CLIENT:

10 000 Santa Monica

PROJECT:



CIVILCADD/CIVILDESIGN Engineering Software, (c) 1997-2004 Version 6.4

Study Date : 04/28/11 Input hydrograph file name : bio.hyd  
 Output hydrograph file name: bio.hin

User entry of depth-outflow-storage data

Hydrograph time unit varies  
 Initial depth in storage basin = 0.00 (Ft.)

Initial basin depth = 0.00 (Ft.)  
 Initial basin storage = 0.00 (Ac.Ft)  
 Initial basin outflow = 0.00 (CFS)

Depth vs. Storage and Depth vs. Discharge data @ 1 Min. Intervals:

Basin Depth (Ft.)	Storage (Ac.Ft)	Outflow (CFS)	(S-O*dt/2) (Ac.Ft)	(S+O*dt/2) (Ac.Ft)
0.000	0.000	0.000	0.000	0.000
0.250	0.015	4.740	0.012	0.018
0.500	0.030	6.704	0.025	0.035

Hydrograph Detention Basin Routing

Hydrograph at 7512 2 A Storm Day: 4 Drainage Area = 1.60  
 Total flood hydrograph volume this storm day = 0.31 Ac. Ft.

Graph values: 'I'= unit inflow; 'O'=outflow at time shown

Time (Min)	Inflow (CFS)	Outflow (CFS)	Storage (Ac.Ft)	1.5	3.0	4.5	6.0	Depth (Ft.)
0	0.0	0.0	0.000	O				0.0
100	0.0	0.0	0.000	O				0.0
200	0.0	0.0	0.000	O				0.0
300	0.0	0.0	0.000	O				0.0
400	0.0	0.0	0.000	O				0.0
500	0.0	0.0	0.000	O				0.0
600	0.0	0.0	0.000	O				0.0
700	0.0	0.0	0.000	O				0.0
800	0.0	0.0	0.000	O				0.0
900	0.0	0.0	0.000	O				0.0
1000	0.0	0.0	0.000	O				0.0
1050	1.0	1.0	0.003	O				0.1
1100	1.0	1.0	0.003	O				0.1
1110	1.0	1.0	0.003	O				0.1
1120	1.0	1.0	0.003	O				0.1
1130	1.0	1.0	0.003	O				0.1
1131	1.0	1.0	0.003	O				0.1
1132	1.0	1.0	0.003	O				0.1
1133	1.0	1.0	0.003	O				0.1
1134	1.0	1.0	0.003	O				0.1
1135	2.0	1.4	0.004	O I				0.1
1136	2.0	1.6	0.005	O I				0.1
1137	2.0	1.7	0.005	O I				0.1
1138	2.0	1.8	0.006	O I				0.1
1139	2.0	1.9	0.006	O				0.1
1140	2.0	1.9	0.006	O				0.1
1141	2.0	2.0	0.006	O				0.1
1142	2.0	2.0	0.006	O				0.1
1143	2.0	2.0	0.006	O				0.1
1144	2.0	2.0	0.006	O				0.1
1145	2.0	2.0	0.006	O				0.1
1146	2.0	2.0	0.006	O				0.1

1147	2.0	2.0	0.006					0.1
1148	3.0	2.4	0.007					0.1
1149	3.0	2.6	0.008					0.1
1150	4.0	3.1	0.010					0.2
1151	5.0	3.8	0.012					0.2
1152	5.0	4.2	0.013					0.2
1153	6.0	4.8	0.015					0.3
1154	5.0	4.8	0.016					0.3
1155	5.0	4.9	0.016					0.3
1156	4.0	4.7	0.015					0.2
1157	3.0	4.1	0.013					0.2
1158	2.0	3.3	0.011					0.2
1159	2.0	2.9	0.009					0.2
1160	1.0	2.2	0.007					0.1
1161	1.0	1.8	0.006					0.1
1162	1.0	1.5	0.005					0.1
1163	1.0	1.3	0.004					0.1
1164	1.0	1.2	0.004					0.1
1165	1.0	1.1	0.004					0.1
1166	1.0	1.1	0.003					0.1
1167	1.0	1.1	0.003					0.1
1168	1.0	1.0	0.003					0.1
1169	1.0	1.0	0.003					0.1
1170	1.0	1.0	0.003					0.1
1171	1.0	1.0	0.003					0.1
1172	1.0	1.0	0.003					0.1
1173	1.0	1.0	0.003					0.1
1174	1.0	1.0	0.003					0.1
1175	1.0	1.0	0.003					0.1
1176	1.0	1.0	0.003					0.1
1177	1.0	1.0	0.003					0.1
1178	1.0	1.0	0.003					0.1
1179	1.0	1.0	0.003					0.1
1180	1.0	1.0	0.003					0.1
1181	1.0	1.0	0.003					0.1
1182	1.0	1.0	0.003					0.1
1183	1.0	1.0	0.003					0.1
1184	1.0	1.0	0.003					0.1
1185	1.0	1.0	0.003					0.1
1186	1.0	1.0	0.003					0.1
1187	1.0	1.0	0.003					0.1
1188	1.0	1.0	0.003					0.1
1189	1.0	1.0	0.003					0.1
1190	1.0	1.0	0.003					0.1
1191	1.0	1.0	0.003					0.1
1192	1.0	1.0	0.003					0.1
1193	1.0	1.0	0.003					0.1
1194	1.0	1.0	0.003					0.1
1195	1.0	1.0	0.003					0.1
1196	1.0	1.0	0.003					0.1
1197	1.0	1.0	0.003					0.1
1198	1.0	1.0	0.003					0.1
1199	1.0	1.0	0.003					0.1
1200	1.0	1.0	0.003					0.1
1201	1.0	1.0	0.003					0.1
1202	0.0	0.6	0.002	I				0.0
1203	0.0	0.4	0.001	I O				0.0
1204	0.0	0.3	0.001	IO				0.0
1205	0.0	0.2	0.001	O				0.0
1206	0.0	0.1	0.000	O				0.0
1207	0.0	0.1	0.000	O				0.0
1208	0.0	0.0	0.000	O				0.0
1209	0.0	0.0	0.000	O				0.0
1210	0.0	0.0	0.000	O				0.0
1211	0.0	0.0	0.000	O				0.0
1212	0.0	0.0	0.000	O				0.0
1213	0.0	0.0	0.000	O				0.0
1214	0.0	0.0	0.000	O				0.0

1215	0.0	0.0	0.000	O	0.0
1216	0.0	0.0	0.000	O	0.0
1217	0.0	0.0	0.000	O	0.0
1218	0.0	0.0	0.000	O	0.0
1219	0.0	0.0	0.000	O	0.0
1220	0.0	0.0	0.000	O	0.0
1221	0.0	0.0	0.000	O	0.0
1222	0.0	0.0	0.000	O	0.0
1223	0.0	0.0	0.000	O	0.0
1224	0.0	0.0	0.000	O	0.0
1225	0.0	0.0	0.000	O	0.0
1226	0.0	0.0	0.000	O	0.0
1227	0.0	0.0	0.000	O	0.0
1228	0.0	0.0	0.000	O	0.0
1229	0.0	0.0	0.000	O	0.0
1230	0.0	0.0	0.000	O	0.0
1231	0.0	0.0	0.000	O	0.0
1232	0.0	0.0	0.000	O	0.0
1233	0.0	0.0	0.000	O	0.0
1234	0.0	0.0	0.000	O	0.0
1235	0.0	0.0	0.000	O	0.0
1236	0.0	0.0	0.000	O	0.0
1237	0.0	0.0	0.000	O	0.0
1238	0.0	0.0	0.000	O	0.0
1239	0.0	0.0	0.000	O	0.0
1240	0.0	0.0	0.000	O	0.0
1241	0.0	0.0	0.000	O	0.0
1242	0.0	0.0	0.000	O	0.0
1243	0.0	0.0	0.000	O	0.0
1244	0.0	0.0	0.000	O	0.0
1245	0.0	0.0	0.000	O	0.0
1246	0.0	0.0	0.000	O	0.0
1247	0.0	0.0	0.000	O	0.0
1248	0.0	0.0	0.000	O	0.0
1249	0.0	0.0	0.000	O	0.0
1250	0.0	0.0	0.000	O	0.0
1251	0.0	0.0	0.000	O	0.0
1252	0.0	0.0	0.000	O	0.0
1253	0.0	0.0	0.000	O	0.0
1254	0.0	0.0	0.000	O	0.0
1255	0.0	0.0	0.000	O	0.0
1256	0.0	0.0	0.000	O	0.0
1257	0.0	0.0	0.000	O	0.0
1258	0.0	0.0	0.000	O	0.0
1259	0.0	0.0	0.000	O	0.0
1260	0.0	0.0	0.000	O	0.0
1261	0.0	0.0	0.000	O	0.0
1262	0.0	0.0	0.000	O	0.0
1263	0.0	0.0	0.000	O	0.0
1264	0.0	0.0	0.000	O	0.0
1265	0.0	0.0	0.000	O	0.0
1266	0.0	0.0	0.000	O	0.0
1267	0.0	0.0	0.000	O	0.0
1268	0.0	0.0	0.000	O	0.0
1269	0.0	0.0	0.000	O	0.0
1270	0.0	0.0	0.000	O	0.0
1271	0.0	0.0	0.000	O	0.0
1272	0.0	0.0	0.000	O	0.0
1273	0.0	0.0	0.000	O	0.0
1274	0.0	0.0	0.000	O	0.0
1275	0.0	0.0	0.000	O	0.0
1276	0.0	0.0	0.000	O	0.0
1277	0.0	0.0	0.000	O	0.0
1278	0.0	0.0	0.000	O	0.0
1279	0.0	0.0	0.000	O	0.0
1280	0.0	0.0	0.000	O	0.0
1281	0.0	0.0	0.000	O	0.0
1282	0.0	0.0	0.000	O	0.0

1283	0.0	0.0	0.000	0	0.0
1284	0.0	0.0	0.000	0	0.0
1285	0.0	0.0	0.000	0	0.0
1286	0.0	0.0	0.000	0	0.0
1287	0.0	0.0	0.000	0	0.0
1288	0.0	0.0	0.000	0	0.0
1289	0.0	0.0	0.000	0	0.0
1290	0.0	0.0	0.000	0	0.0
1291	0.0	0.0	0.000	0	0.0
1292	0.0	0.0	0.000	0	0.0
1293	0.0	0.0	0.000	0	0.0
1294	0.0	0.0	0.000	0	0.0
1295	0.0	0.0	0.000	0	0.0
1296	0.0	0.0	0.000	0	0.0
1297	0.0	0.0	0.000	0	0.0
1298	0.0	0.0	0.000	0	0.0
1299	0.0	0.0	0.000	0	0.0
1300	0.0	0.0	0.000	0	0.0
1310	0.0	0.0	0.000	0	0.0
1320	0.0	0.0	0.000	0	0.0
1330	0.0	0.0	0.000	0	0.0
1340	0.0	0.0	0.000	0	0.0
1350	0.0	0.0	0.000	0	0.0
1360	0.0	0.0	0.000	0	0.0
1370	0.0	0.0	0.000	0	0.0
1380	0.0	0.0	0.000	0	0.0
1390	0.0	0.0	0.000	0	0.0
1400	0.0	0.0	0.000	0	0.0
1420	0.0	0.0	0.000	0	0.0
1440	0.0	0.0	0.000	0	0.0
1460	0.0	0.0	0.000	0	0.0
1500	0.0	0.0	0.000	0	0.0

Remaining water in basin = 0.00 (Ac.Ft)  
 Peak flow out of basin = 4.85 (CFS)  
 Peak flow time = 1155 Min., time interval # = 41  
 Maximum depth in basin = 0.26 (Ft.)

7	7512	2A	1.6	391153	6.200	4		
8	5	0.	0.	100.	0.	200.	0.	300.
8	10	500.	0.	600.	0.	700.	0.	800.
8	151000.		0.	1050.	1.	1100.	1.	1110.
8	201130.		1.	1131.	1.	1132.	1.	1133.
8	251135.		2.	1136.	2.	1137.	2.	1138.
8	301140.		2.	1141.	2.	1142.	2.	1143.
8	351145.		2.	1146.	2.	1147.	2.	1148.
8	401150.		4.	1151.	5.	1152.	5.	1153.
8	451155.		5.	1156.	4.	1157.	3.	1158.
8	501160.		1.	1161.	1.	1162.	1.	1163.
8	551165.		1.	1166.	1.	1167.	1.	1168.
8	601170.		1.	1171.	1.	1172.	1.	1173.
8	651175.		1.	1176.	1.	1177.	1.	1178.
8	701180.		1.	1181.	1.	1182.	1.	1183.
8	751185.		1.	1186.	1.	1187.	1.	1188.
8	801190.		1.	1191.	1.	1192.	1.	1193.
8	851195.		1.	1196.	1.	1197.	1.	1198.
8	901200.		1.	1201.	1.	1202.	0.	1203.
8	951205.		0.	1206.	0.	1207.	0.	1208.
81001210.			0.	1211.	0.	1212.	0.	1213.
81051215.			0.	1216.	0.	1217.	0.	1218.
81101220.			0.	1221.	0.	1222.	0.	1223.
81151225.			0.	1226.	0.	1227.	0.	1228.
81201230.			0.	1231.	0.	1232.	0.	1233.
81251235.			0.	1236.	0.	1237.	0.	1238.
81301240.			0.	1241.	0.	1242.	0.	1243.
81351245.			0.	1246.	0.	1247.	0.	1248.
81401250.			0.	1251.	0.	1252.	0.	1253.
81451255.			0.	1256.	0.	1257.	0.	1258.
81501260.			0.	1261.	0.	1262.	0.	1263.
81551265.			0.	1266.	0.	1267.	0.	1268.
81601270.			0.	1271.	0.	1272.	0.	1273.
81651275.			0.	1276.	0.	1277.	0.	1278.
81701280.			0.	1281.	0.	1282.	0.	1283.
81751285.			0.	1286.	0.	1287.	0.	1288.
81801290.			0.	1291.	0.	1292.	0.	1293.
81851295.			0.	1296.	0.	1297.	0.	1298.
81901300.			0.	1310.	0.	1320.	0.	1330.
81951350.			0.	1360.	0.	1370.	0.	1380.
82001400.			0.	1420.	0.	1440.	0.	1460.
							0.	1500.
								0.

7	7512	2A	1.6	411155	4.200	4		
8	5	0.	0.	100.	0.	200.	0.	300.
8	10	500.	0.	600.	0.	700.	0.	800.
8	151000.		0.	1050.	1.	1100.	1.	1110.
8	201130.		1.	1131.	1.	1132.	1.	1133.
8	251135.		1.	1136.	1.	1137.	2.	1138.
8	301140.		2.	1141.	2.	1142.	2.	1143.
8	351145.		2.	1146.	2.	1147.	2.	1148.
8	401150.		3.	1151.	3.	1152.	4.	1153.
8	451155.		4.	1156.	4.	1157.	4.	1158.
8	501160.		3.	1161.	3.	1162.	2.	1163.
8	551165.		1.	1166.	1.	1167.	1.	1168.
8	601170.		1.	1171.	1.	1172.	1.	1173.
8	651175.		1.	1176.	1.	1177.	1.	1178.
8	701180.		1.	1181.	1.	1182.	1.	1183.
8	751185.		1.	1186.	1.	1187.	1.	1188.
8	801190.		1.	1191.	1.	1192.	1.	1193.
8	851195.		1.	1196.	1.	1197.	1.	1198.
8	901200.		1.	1201.	1.	1202.	1.	1203.
8	951205.		0.	1206.	0.	1207.	0.	1208.
81001210.			0.	1211.	0.	1212.	0.	1213.
81051215.			0.	1216.	0.	1217.	0.	1218.
81101220.			0.	1221.	0.	1222.	0.	1223.
81151225.			0.	1226.	0.	1227.	0.	1228.
81201230.			0.	1231.	0.	1232.	0.	1233.
81251235.			0.	1236.	0.	1237.	0.	1238.
81301240.			0.	1241.	0.	1242.	0.	1243.
81351245.			0.	1246.	0.	1247.	0.	1248.
81401250.			0.	1251.	0.	1252.	0.	1253.
81451255.			0.	1256.	0.	1257.	0.	1258.
81501260.			0.	1261.	0.	1262.	0.	1263.
81551265.			0.	1266.	0.	1267.	0.	1268.
81601270.			0.	1271.	0.	1272.	0.	1273.
81651275.			0.	1276.	0.	1277.	0.	1278.
81701280.			0.	1281.	0.	1282.	0.	1283.
81751285.			0.	1286.	0.	1287.	0.	1288.
81801290.			0.	1291.	0.	1292.	0.	1293.
81851295.			0.	1296.	0.	1297.	0.	1298.
81901300.			0.	1310.	0.	1320.	0.	1330.
81951350.			0.	1360.	0.	1370.	0.	1380.
82001400.			0.	1420.	0.	1440.	0.	1460.
							0.	1500.

005 7512 1A S.E.C. C. ENGR'S. 10000 Santa Monica (post developed) WITH RETENTION  
005 7512 3AB INPUT BY T.R. DATE:03-29-11 File: TOTVAL.TNL



TOTAL INL

106	7512	1A 016052	0.806A32			G1
106	7512	2B 016 00	000A32			A
106	7512	3AB016	A324	10	2000	1 2

Program Package Serial Number: 2050  
 04/28/11 FILE: TOTAL INPUT DATA: English Units RAINFALL SOIL FILE: English (In) OUTPUT DATA: English Units  
 LOS ANGELES COUNTY FLOOD CONTROL DISTRICT  
 F0601M PAGE PROG

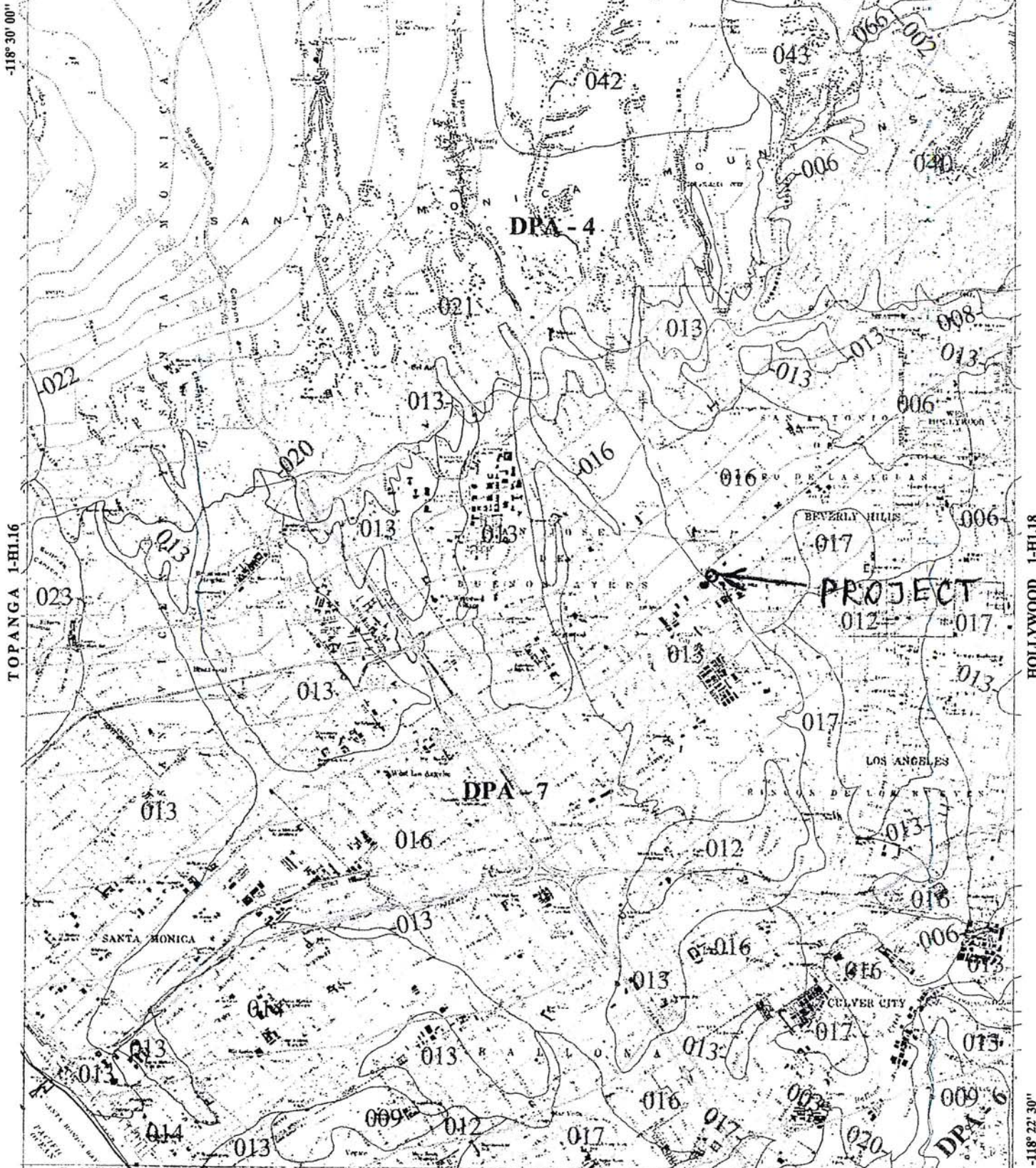
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LOCATION	SUBAREA	AREA(Ac)	Q(CFS)	TOTAL AREA(Ac)	TOTAL Q(CFS)	CONV TYPE	CONV LENGTH(Ft)	CONV SLOPE	CONV SIZE(Ft)	CONV Z	CONTROL Q(CFS)	SOIL NAME	TC	RAIN ZONE	DAY
7512	1A	.8	3.	.8	3.	0	0.	.00000	.00	.00	0.	16	6	A32	.5
7512	2B	1.6	5.	1.6	5.	0	0.	.00000	.00	.00	0.	16	0	A32	.0
7512	3AB	1.6	5.	2.4	8.	4	10.	.02000	2.00	.00	0.	16	0	A32	.0

## Appendix D

34° 07' 30"

VAN NUYS 1-HI.27



TOPANGA 1-HI.16

HOLLYWOOD 1-HI.18

VENICE 1-HI.7

34° 00' 00"



016

DPA - 6



25-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.878  
 10-YEAR 24-HOUR ISOHYET REDUCTION FACTOR: 0.714

### BEVERLY HILLS 50-YEAR 24-HOUR ISOHYET

1-HI.17



SOIL TYPE - 16 ISOHYET - 6.31

## Appendix E

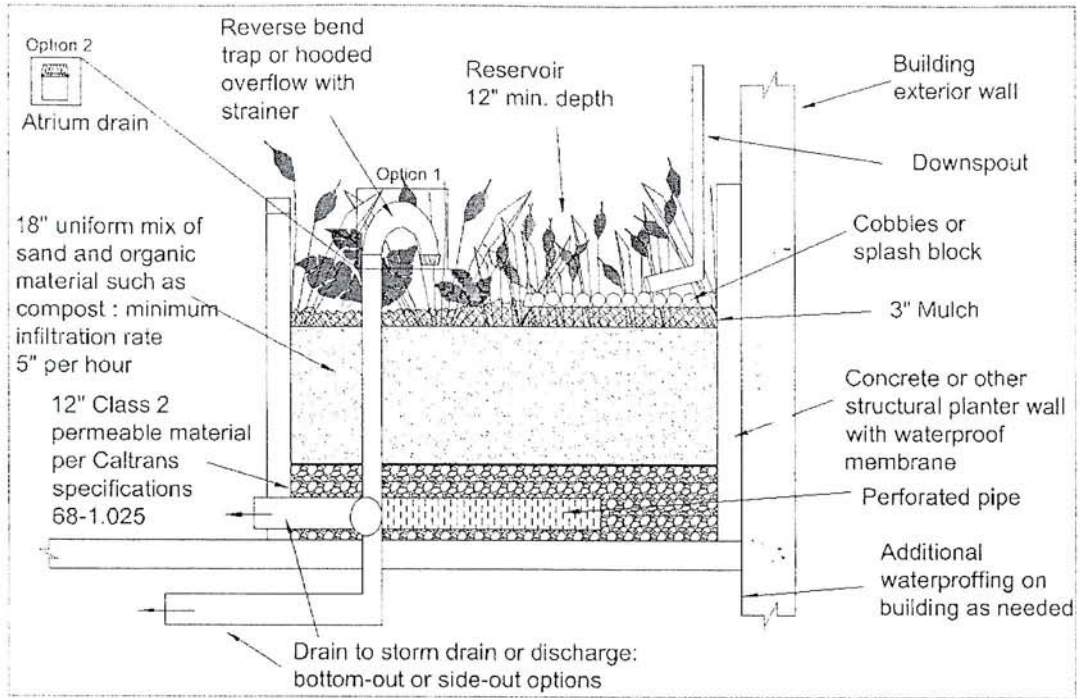


Figure A Planter Box Above Grade Illustration

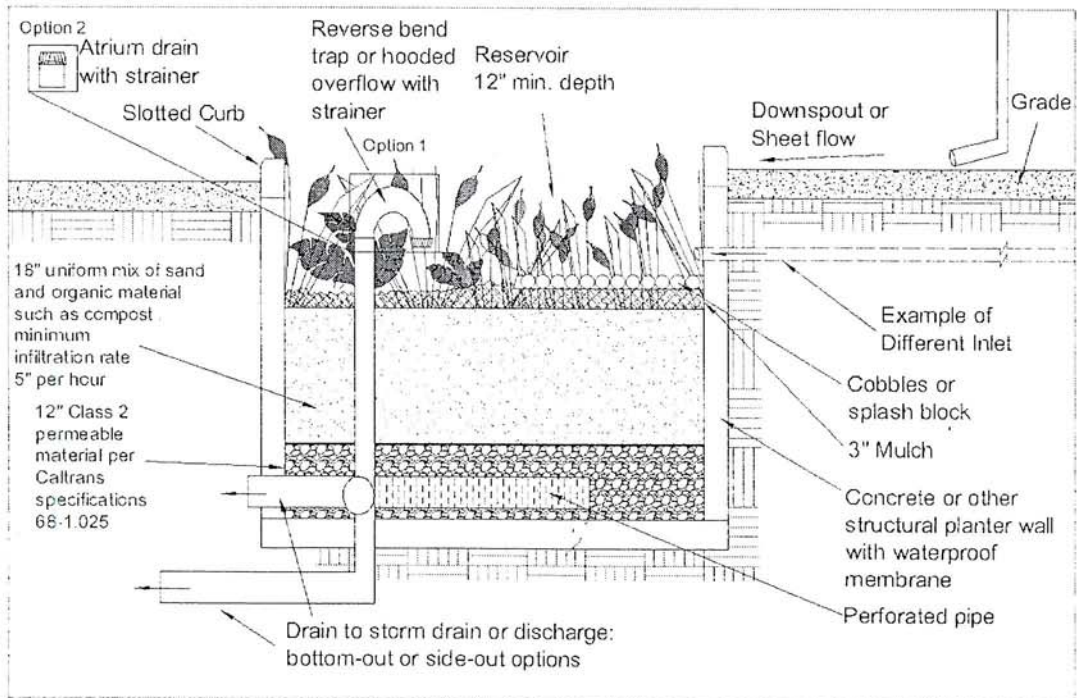
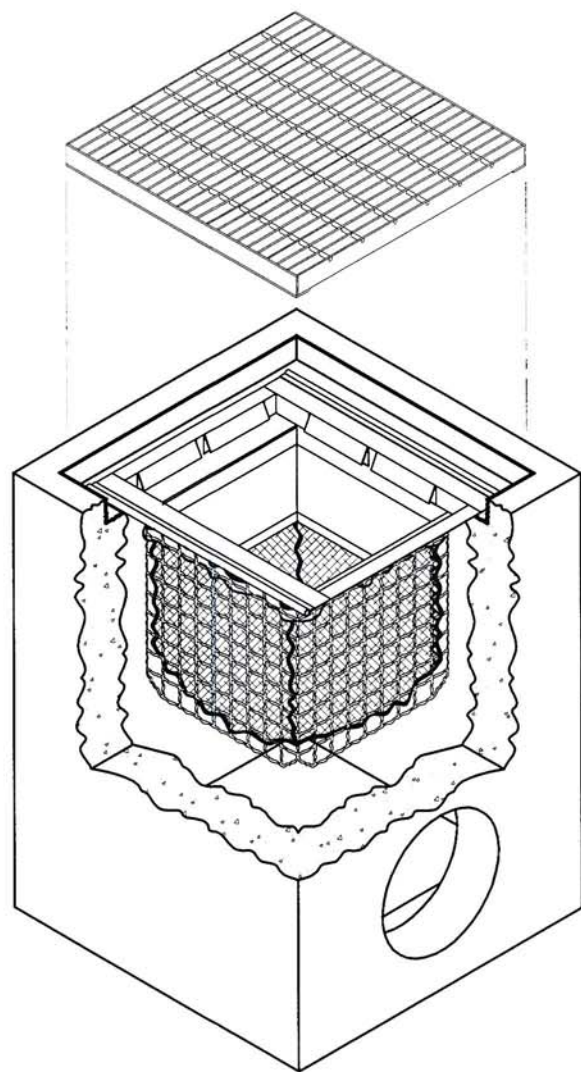
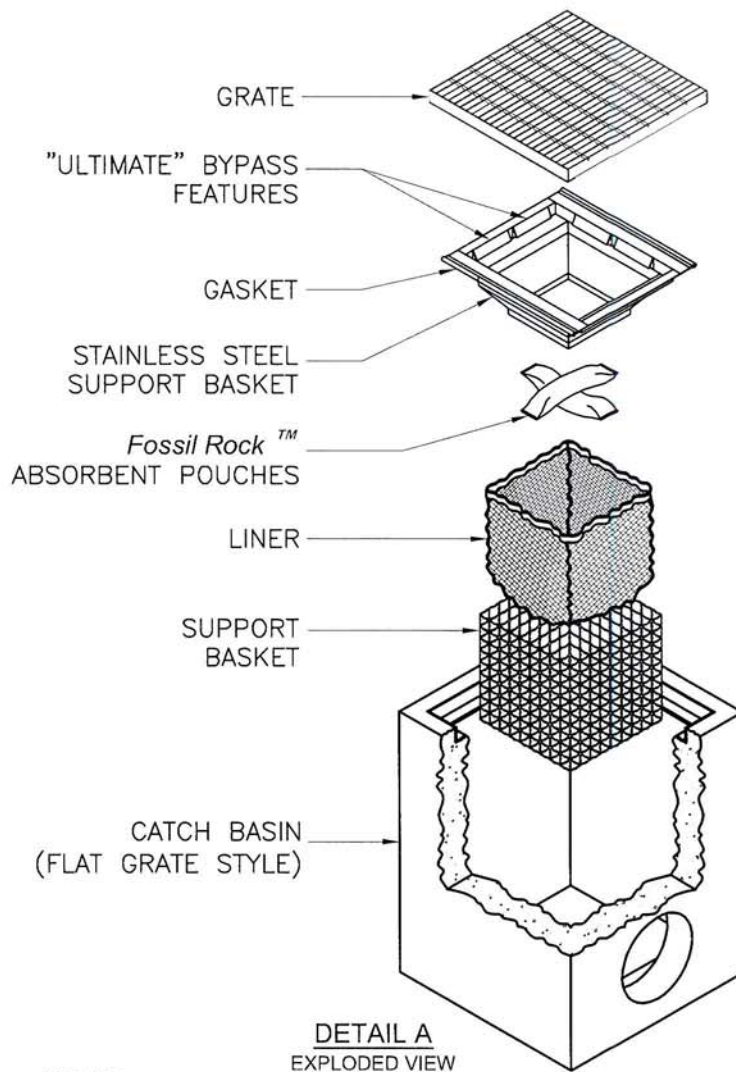


Figure B Planter Box at Grade Illustration

\* City of Los Angeles, Bureau of Sanitation offers **Free Mulch**; please call (818) 834-5128 for information.



FLOGARD+PLUS® FILTER  
-INSTALLED INTO CATCH BASIN-



DETAIL A  
EXPLODED VIEW

NOTES:

1. FloGard®+Plus (frame mount) high capacity catch basin inserts are available in most sizes and styles (see specifier chart, sheet 2 of 2). Refer to the FloGard®+Plus (wall mount) insert for devices to fit non-standard, or combination style catch basins.
2. Filter insert shall have both an "initial" filtering bypass and "ultimate" high flow bypass feature.
3. Filter support frame shall be constructed from stainless steel Type 304.
4. Allow a minimum of 2.0 feet, of clearance between the bottom of the grate and top of outlet pipe(s), or refer to the FloGard® insert for "shallow" installations.
5. Filter medium shall be *Fossil Rock™*, installed and maintained in accordance with manufacturer specifications.
6. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
7. Filtered flow r/rate includes a safety factor of two.

U.S. PATENT # 6,00,023 & 6,877,029

TITLE

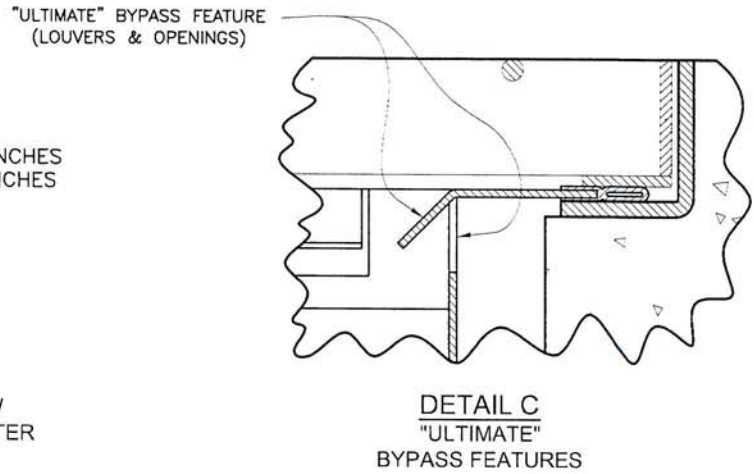
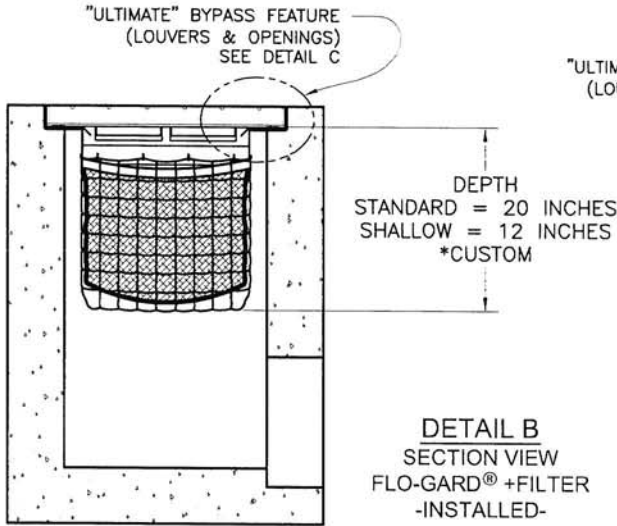
**FloGard® +PLUS**  
CATCH BASIN FILTER INSERT  
(Flat Grated Inlet Style)



**KriStar Enterprises, Inc.**

360 Sutton Place, Santa Rosa, CA 95407  
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

DRAWING NO. FGP-0001	REV D	ECO 0059	DATE JPR 12/30/08	DATE JPR 11/3/06	SHEET 1 OF 2
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\* MANY OTHER STANDARD & CUSTOM SIZES & DEPTHS AVAILABLE UPON REQUEST.

SPECIFIER CHART								
MODEL NO.  STANDARD DEPTH	STANDARD & SHALLOW DEPTH <small>(Data in these columns is the same for both STANDARD &amp; SHALLOW versions)</small>			STANDARD DEPTH -20 Inches-		MODEL NO.  SHALLOW DEPTH	SHALLOW DEPTH -12 Inches-	
	INLET ID Inside Dimension (inch x inch)	GRATE OD Outside Dimension (inch x inch)	TOTAL BYPASS CAPACITY (cu. ft. / sec.)	SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)		SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-12F	12 X 12	12 X 14	2.8	0.3	0.4	FGP-12F8	.15	.25
FGP-1530F	15 X 30	15 X 35	6.9	2.3	1.6	FGP-1530F8	1.3	.9
FGP-16F	16 X 16	16 X 19	4.7	0.8	0.7	FGP-16F8	.45	.4
FGP-1624F	16 X 24	16 X 26	5.0	1.5	1.2	FGP-1624F8	.85	.7
FGP-18F	18 X 18	18 X 20	4.7	0.8	0.7	FGP-18F8	.45	.4
FGP-1820F	16 X 19	18 X 21	5.9	2.1	1.4	FGP-1820F8	1.2	.8
FGP-1824F	16 X 22	18 X 24	5.0	1.5	1.2	FGP-1824F8	.85	.7
FGP-1836F	18 X 36	18 X 40	6.9	2.3	1.6	FGP-1836F8	1.3	.9
FGP-2024F	18 X 22	20 X 24	5.9	1.2	1.0	FGP-2024F8	.7	.55
FGP-21F	22 X 22	22 X 24	6.1	2.2	1.5	FGP-21F8	1.25	.85
FGP-2142F	21 X 40	24 X 40	9.1	4.3	2.4	FGP-2142F8	2.45	1.35
FGP-2148F	19 X 46	22 X 48	9.8	4.7	2.6	FGP-2148F8	2.7	1.5
FGP-24F	24 X 24	24 X 27	6.1	2.2	1.5	FGP-24F8	1.25	.85
FGP-2430F	24 X 30	26 X 30	7.0	2.8	1.8	FGP-2430F8	1.6	1.05
FGP-2436F	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436F8	1.95	1.15
FGP-2448F	24 X 48	26 X 48	9.3	4.4	2.4	FGP-2448F8	2.5	1.35
FGP-28F	28 X 28	32 X 32	6.3	2.2	1.5	FGP-28F8	1.25	.85
FGP-2440F	24 X 36	28 X 40	8.3	4.2	2.3	FGP-2440F8	2.4	1.3
FGP-30F	30 X 30	30 X 34	8.1	3.6	2.0	FGP-30F8	2.05	1.15
FGP-36F	36 X 36	36 X 40	9.1	4.6	2.4	FGP-36F8	2.65	1.35
FGP-3648F	36 X 48	40 X 48	11.5	6.8	3.2	FGP-3648F8	3.9	1.85
FGP-48F	48 X 48	48 X 54	13.2	9.5	3.9	FGP-48F8	5.45	2.25
FGP-SD24F	24 X 24	28 X 28	6.1	2.2	1.5	FGP-SD24F8	1.25	.85
FGP-1836FGO	18 X 36	20 X 40	6.9	2.3	1.6	FGP-1836F8GO	1.3	.9
FGP-2436FGO	20 X 36	24 X 40	8.0	3.4	2.0	FGP-2436F8GO	1.95	1.15
FGP-48FGO	18 X 48	20 X 54	6.3	2.2	1.5	FGP-48F8GO	1.25	.85

TITLE

**FloGard® +PLUS**  
CATCH BASIN FILTER INSERT  
(Flat Grated Inlet Style)



**KriStar Enterprises, Inc.**

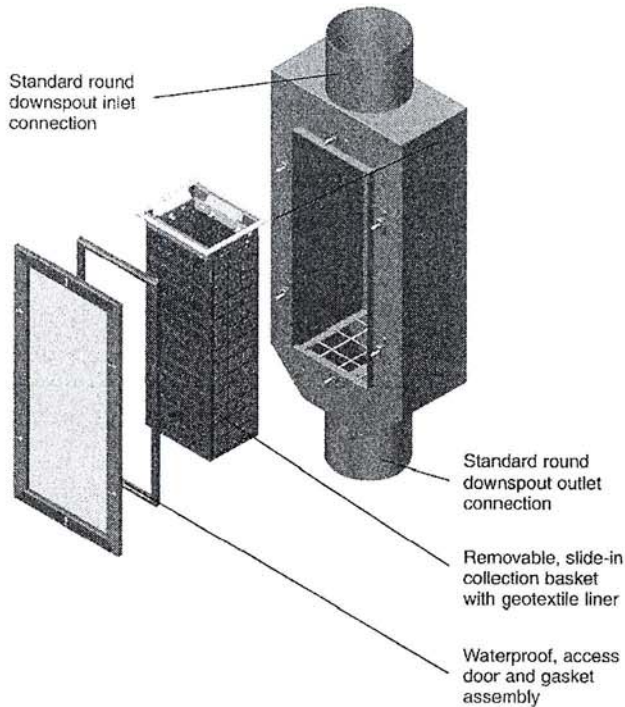
360 Sutton Place, Santa Rosa, CA 95407  
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

DRAWING NO. FGP-0001	REV D	ECO 0059	DATE JPR 12/30/08	DATE JPR 11/3/06	SHEET 2 OF 2
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# FloGard®

## DOWNSPOUT FILTER ASSEMBLY



The FloGard® Downspout Filter is typically installed on commercial building downspout pipes for the removal of non-soluble pollutants normally found on building roofs and parking decks. The FloGard Downspout Filter is an effective filtering device at low flows, and incorporates a high flow bypass to insure that the downspout conveyance capacity is not impeded.

Constructed of corrosion-resistant stainless steel (Type 304), the FloGard Downspout Filter is designed to accept standard diameter downspout pipes. Downspout adapters are available upon request.

FloGard Downspout Filters can be flush mounted or recessed. The design features a pollutant collection basket for ease of maintenance.

### Specifications

Model No.	Inlet ID (dia, in)	Box OD (in x in x in)	Solid Storage (cu ft)	Filtered Flow (gpm)	Bypass Capacity (gpm)
FG-DS4	4	14 x 29 x 7.5	0.35	30	145
FG-DS6	6	14 x 29 x 7.5	0.35	85	425
FG-DS8	8	22 x 33 x 17.5	1.70	185	915
FG-DS10	10	22 x 33 x 17.5	1.70	325	1,650

Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

Filtered flow rate includes a safety factor of 2.

FloGard® Downspout Filters are available with standard Fossil Rock or other custom adsorbents.

FloGard® Series Filters should be used in conjunction with a regular maintenance program.

Refer to manufacturer's recommended guidelines.



IAPMO Listing No. 4868

### City of Los Angeles Research Report #5584

The FloGard® Downspout Filter is approved for use in the City of Los Angeles.



"Fossil Phill"



KriStar Enterprises, Inc. • 360 Sutton Place • Santa Rosa, CA 95407  
PH: 800-579-8819 • FAX: 707-524-8186 • [www.kristar.com](http://www.kristar.com)

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FloGard® is a trademark of KriStar Enterprises, Inc.



"Fossil Flo"

## Appendix F

**LEGAL DESCRIPTION**

**PARCEL A:**

THAT PORTION OF LOT "E" OF TRACT 5609, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 76, PAGES 68 TO 71 INCLUSIVE OF MAPS, AND LOT 3 OF TRACT 11964, AS PER MAP RECORDED IN BOOK 259, PAGE 33 OF MAPS, BOTH IN THE OFFICE OF THE COUNTY RECORDER OF THE SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF THE SAID LOT "E", DISTANT ALONG SAID NORTH LINE, SOUTH 50°29'10" WEST 349.74 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT "E", THENCE ALONG SAID NORTH LINE NORTH 50°29' 10" EAST 30.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 488 FEET; THENCE LEAVING SAID NORTH LINE EASTERLY ALONG SAID CURVE 89.25 FEET; THENCE TANGENT TO SAID CURVE NORTH 60°57'35" EAST 217.47 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 10 FEET; THENCE EASTERLY ALONG SAID CURVE 15.41 FEET; THENCE TANGENT TO SAID CURVE ALONG THE EAST LINE OF SAID LOT "E", SOUTH 30° 45' 13" EAST 135.87 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 364.28 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE AND ALONG THE NORTHEASTERLY LINE OF LOT 3 OF SAID TRACT NO. 11964, 148.88 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 3; THENCE ALONG SAID SOUTHEASTERLY LINE AND ITS SOUTHWESTERLY PROLONGATION SOUTH 59°11'53" WEST 230.00 FEET; THENCE LEAVING SAID PROLONGATION SOUTH 50°29'10" WEST 100.30 FEET; THENCE NORTH 39°30'50" WEST 305.92 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF SANTA MONICA BOULEVARD AS SHOWN AND/OR DEDICATED ON THE MAP OF TRACT NO. 26196, IN SAID CITY, COUNTY AND STATE AS PER MAP RECORDED IN BOOK 684, PAGES 78 TO 82 INCLUSIVE OF MAPS, RECORDED OF SAID COUNTY.

ALSO EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS IN OR UNDER SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY ON OR WITHIN THE SURFACE OR UPPER 500 FEET THEREOF.

**PARCEL B:**

THAT PORTION OF LOT "E" OF TRACT 5609, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 76, PAGES 68 TO 71 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AS A WHOLE AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHWEST LINE OF SAID LOT "E", DISTANT ALONG SAID NORTHWEST LINE, SOUTH 50°29'10" WEST 349.74 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT "E", SAID POINT BEING THE POINT OF INTERSECTION OF THE NORTHWEST LINE OF SAID LOT "E", WITH THE SOUTHWEST LINE OF LAND DEMISED IN A CERTAIN LEASE RECORDED IN BOOK M-180, PAGE 241, OFFICIAL RECORDS; THENCE ALONG SAID NORTHWEST LINE OF SAID LOT "E" SOUTH 50°29'10" WEST 38 FEET TO A POINT; THENCE SOUTH 39°31' EAST 305.81 FEET; THENCE NORTH 50°30'21" EAST 38.09 FEET TO THE MOST SOUTHERLY CORNER OF THE LAND DEMISED IN SAID LEASE RECORDED IN BOOK M-180, PAGE 241, OFFICIAL RECORDS; THENCE NORTH 39°32'4" WEST ALONG THE SOUTHWEST LINE OF THE LAND DEMISED IN LEASE, 305.82 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND INCLUDED WITHIN THE LINES OF SANTA MONICA BOULEVARD AS SHOWN AND/OR DEDICATED ON THE MAP OF TRACT NO. 26196, IN SAID CITY, COUNTY AND STATE AS PER MAP RECORDED IN BOOK 684, PAGES 78 TO 82 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM ALL OIL, GAS AND MINERALS IN OR UNDER SAID LOT LAND, BUT WITHOUT THE RIGHT ENTRY ON OR WITHIN THE SURFACE OR UNDER 500 FEET THEREOF.

**LEGEND**

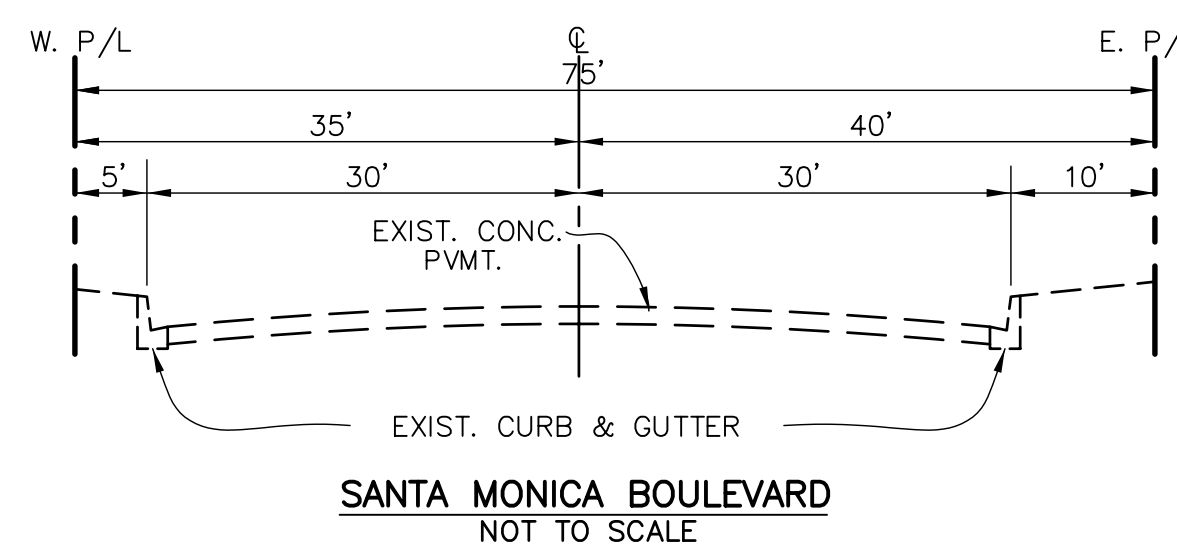
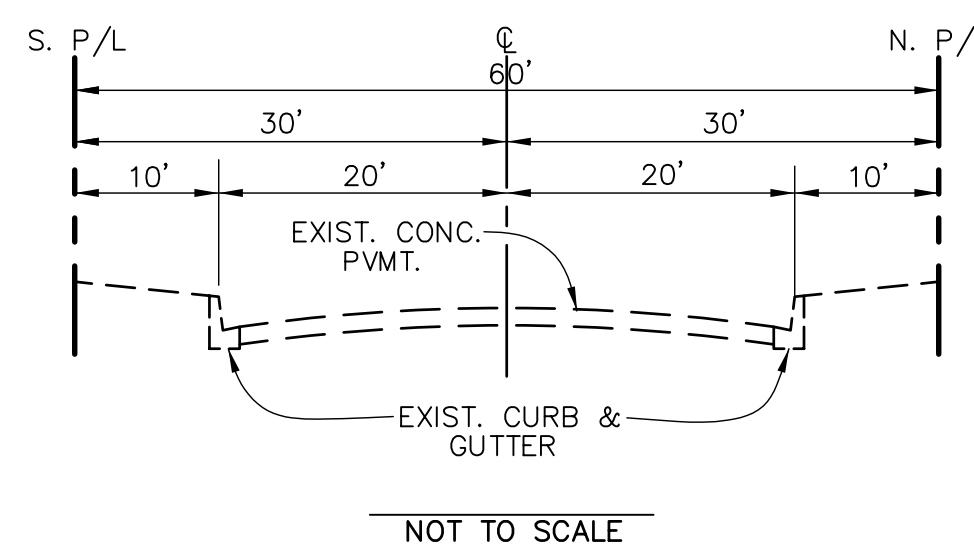
- CB CATCH BASIN
- CBMH CATCH BASIN MANHOLE
- CBX CABLE BOX
- CONC CONCRETE
- Fd FOUND
- FH FIRE HYDRANT
- FW FACE OF WALL
- MH MANHOLE
- OSL ORNAMENTAL STREET LIGHT
- PL PROPERTY LINE
- PP POWER POLE
- SLT STREET LIGHT
- SLBX STREET LIGHT BOX
- SMH SEWER MANHOLE
- SS SANITARY SEWER
- T TREE
- TMH TELEPHONE MANHOLE
- TSB TELEPHONE SERVICE BOX
- TSL TRAFFIC SIGNAL LIGHT
- TSBX TRAFFIC SIGNAL BOX
- (TYP) TYPICAL
- UBX UTILITY BOX
- UTVLT UTILITY VAULT
- W/ WITH
- WUV WATER UTILITY VALVE
- WW WATER VALVE

CURVE TABLE			
NO.	DELTA	R	L
C1	28°24'57"	364.28'	148.87'
C2	88°15'51"	10.00'	15.41'
C3	10°28'43"	840.08'	153.64'

COURSE TABLE		
NO.	BEARING	DIST
D1	N50°28'43"E	170.89'
D2	N60°57'26"E	47.72'

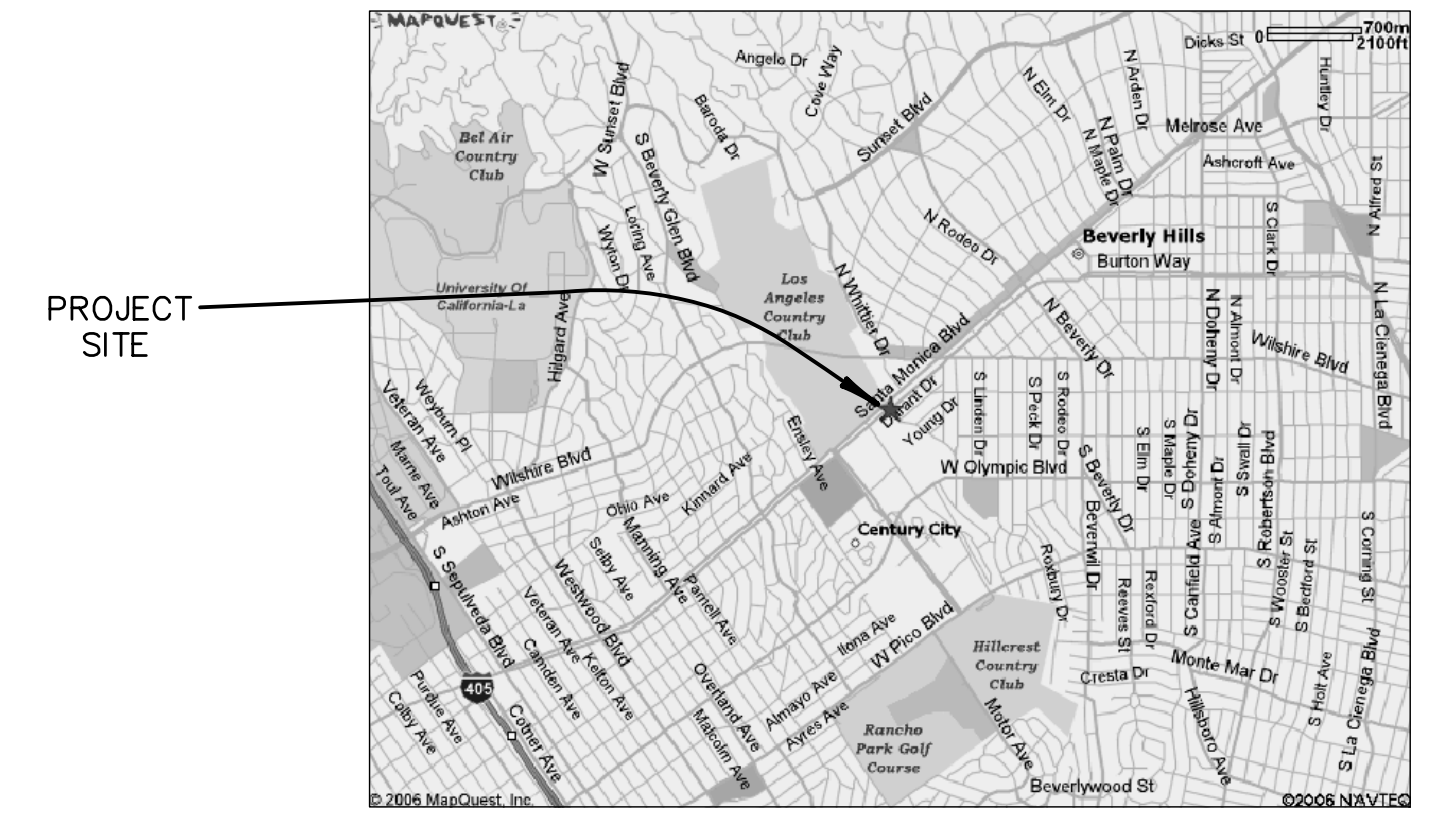
6 EASEMENT FOR SANITARY SEWER RECORDED JULY 28, 1964 PER INSTRUMENT NO. 4676, BOOK D2566, OF OFFICIAL RECORDS.

7 EASEMENT FOR PIPE LINES RECORDED DECEMBER 4, 1964 PER INSTRUMENT NO. 5318, BOOK D2722, OF OFFICIAL RECORDS.

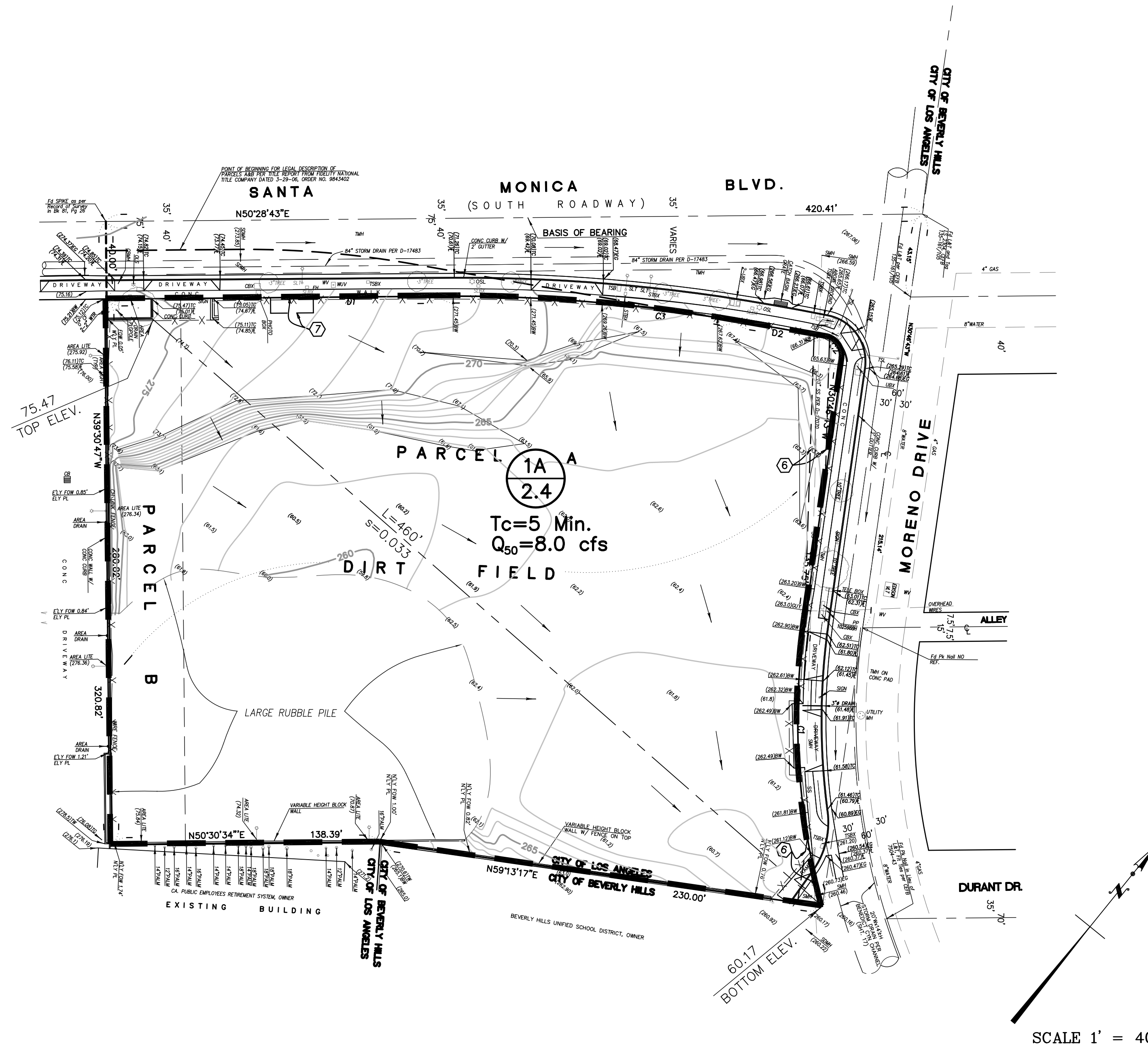


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**LOCATION MAP**  
N.T.S.



**HYDROLOGY LEGEND:**

- SUB-AREA BOUNDARY
- 1A SUB-AREA DESIGNATION
- 2.4 SUB-AREA ACREAGE
- Tc TIME OF CONCENTRATION
- Q<sub>50</sub> 50-YR DISCHARGE
- DIRECTION OF RUNOFF
- FLOW LINE
- L LENGTH
- S SLOPE

**DESIGN CRITERIA:**

- SOIL TYPE . . . . . 16
- ISOHYET . . . . . 6.3" (50-YR)
- FREQUENCY . . . . . 50-YR
- IMPERVIOUSNESS . . . . . 0.01

**ENGINEER:**

S.E.C. CIVIL ENGINEERS, INC.  
16823 SATICOY STREET  
VAN NUYS, CA 91406  
(818) 782-2788

**UTILITY SUPPLIERS:**

NATURAL GAS: SOUTHERN CAL GAS  
WATER & ELECTRICITY: DEPT. OF WATER & POWER-CITY OF LA  
CABLE: TIME WARNER  
TELEPHONE: AT&T

**NOTES:**

1. PROPERTY EXISTING AND PROPOSED IS ZONE C2-2-0. NO CHANGE IS REQUIRED.
2. THERE ARE NO PROTECTED TREES.
3. BUILDING IS CONNECTED TO PUBLIC SEWER.
4. TOTAL NET AREA IS 104,402.56 SQ. FT. (2.4 A.C.)
5. BUILDING IS 00 FT. HIGH.
6. PROJECT IS NOT WITHIN THE MULHOLLAND CORRIDOR.
7. PROJECT IS IN COUNCIL DISTRICT 5, JACK WEISS.
8. THE COMMUNITY PLAN AREA IS WEST LOS ANGELES.
9. THE AREA PLANNING COMMISSION IS WEST LOS ANGELES.
10. THERE IS NO WATER COURSE ON THE PROPERTY.
11. THERE IS A METHANE HAZARD ON THE SITE.
12. NO GRADING, IMPORT OR EXPORT OF DIRT WILL BE REQUIRED.

**PROPERTY ADDRESS:**

10000 SANTA MONICA BOULEVARD  
LOS ANGELES, CALIFORNIA 90067

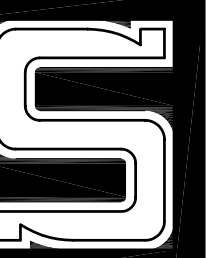
JOB NO.	7512.01
SCALE:	1"=40'
DATE:	MAR. 2011
REVISION:	
REVISION:	

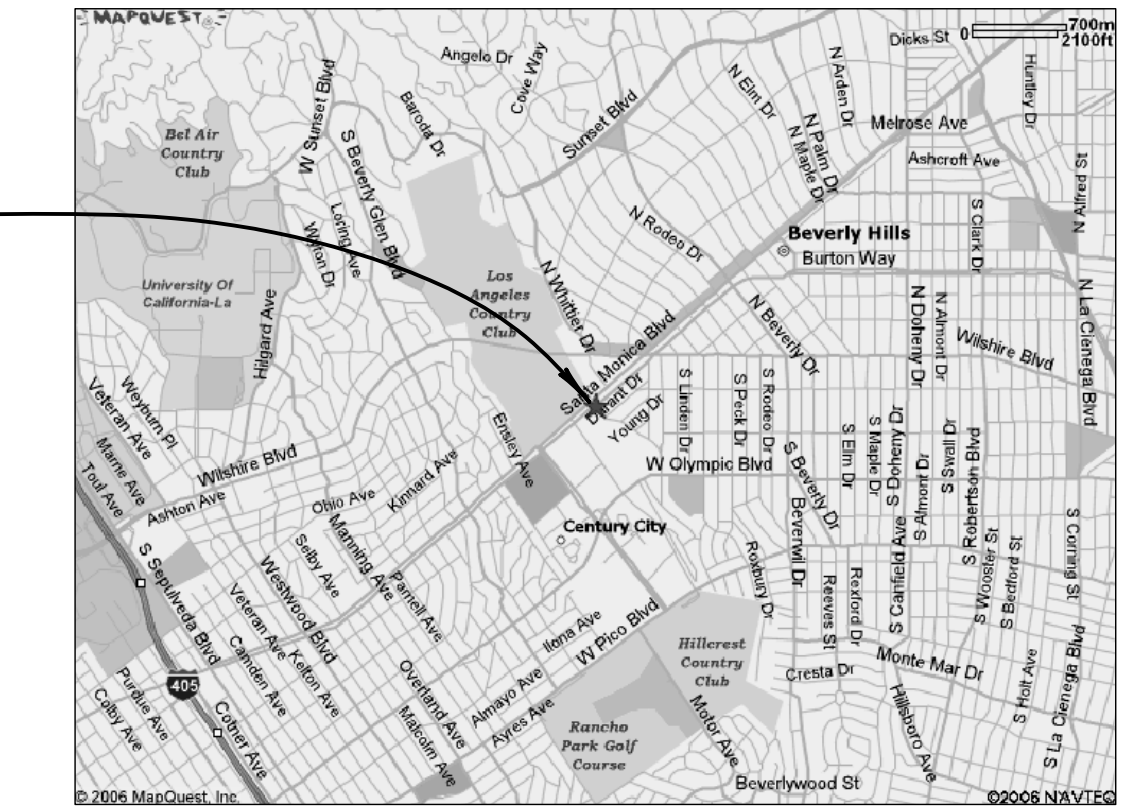
**S.E.C. CIVIL ENGINEERS, INC.**  
16823 SATICOY STREET VAN NUYS, CA 91406  
(818) 782-2788 (323) 873-1788 FAX:(818) 782-0111  
RONALD W. SPINDLER R.C.E. 13194

CLIENT: **SM 10000 PROPERTY, LLC**

PROJECT: **PRE-DEVELOPMENT HYDROLOGY MAP**

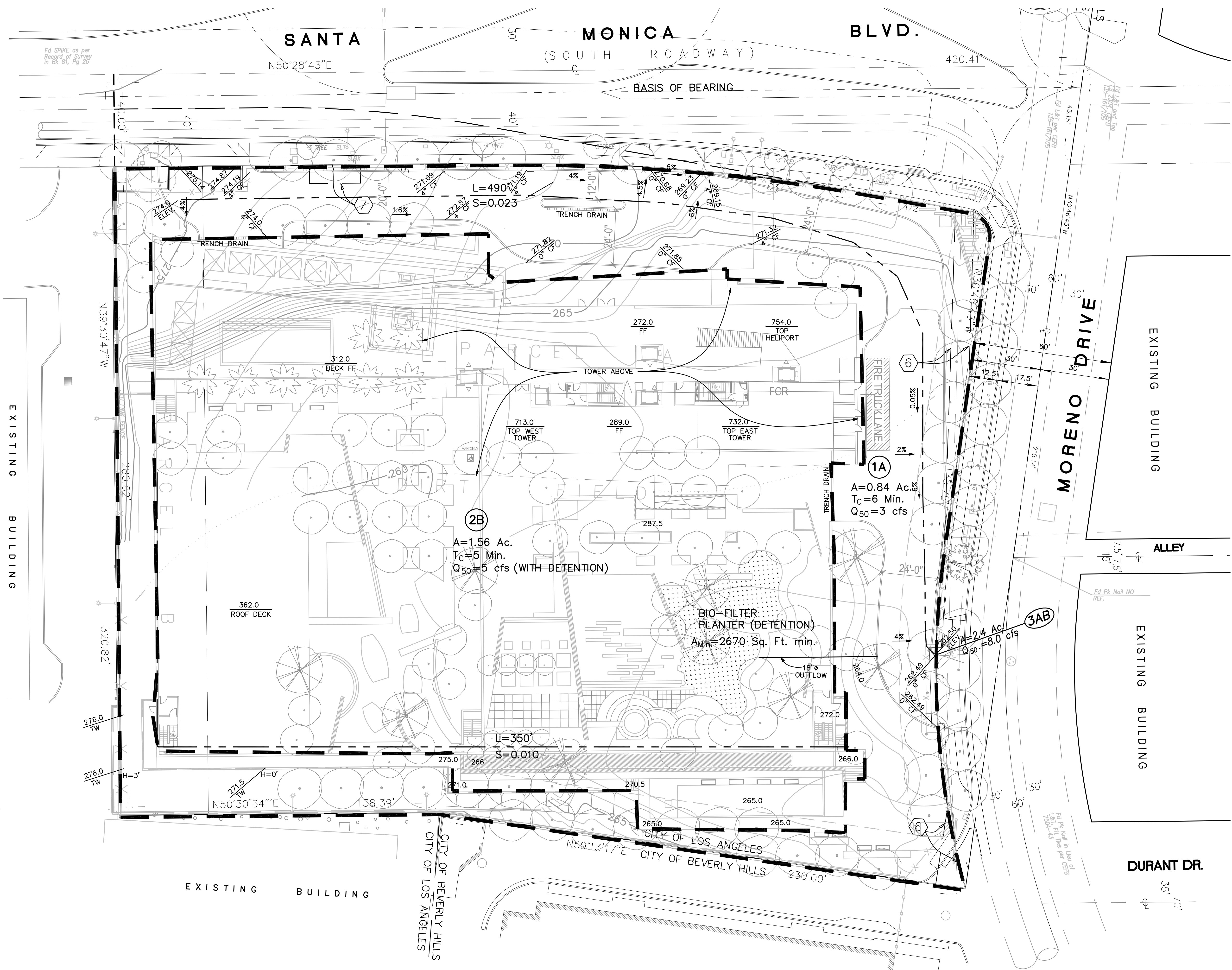
SHEET 1 OF 2





LOCATION MAP  
N.T.S.

PROJECT SITE



DESIGN CRITERIA:

- SOIL TYPE . . . . . 16
- ISOHYET . . . . . 6.3" (50-YR)
- FREQUENCY . . . . . 50-YR
- IMPERVIOUSNESS . . . . . VARIES

HYDROLOGY LEGEND:

- SUB-AREA BOUNDARY
- SUB-AREA DESIGNATION
- $T_c$  TIME OF CONCENTRATION
- $Q_{50}$  50-YR DISCHARGE
- DIRECTION OF RUNOFF
- $L$  LENGTH
- $S$  SLOPE
- BIO-FILTER PLANTER  
Atot=5177 Sq. Ft.

POST DEVELOPED	PRE DEVELOPED
A=2.4 Ac.	A=2.4 Ac.
Q = 8 cfs (with detention)	Q = 8 cfs

- EASEMENT FOR SANITARY SEWER RECORDED JULY 28, 1964 PER INSTRUMENT NO. 4676, BOOK D2566, OF OFFICIAL RECORDS.
- EASEMENT FOR PIPE LINES RECORDED DECEMBER 4, 1964 PER INSTRUMENT NO. 5318, BOOK D2722, OF OFFICIAL RECORDS.

SCALE: 1" = 20'

PROPERTY ADDRESS:  
10000 SANTA MONICA BOULEVARD  
LOS ANGELES, CALIFORNIA 90067

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JOB NO:	7512.01
SCALE:	1"=20'
DATE:	MAR. 2011
REVISION:	
REVISION:	

**S.E.C. CIVIL ENGINEERS, INC.**  
18223 SATICOY STREET VAN NUYS, CA 91406  
(818) 783-2788 (323) 873-1788 FAX: (818) 782-0111  
RONALD W. SPINDLER R.C.E. 13194

CLIENT: SM 10000 PROPERTY, LLC

PROJECT: POST-DEVELOPMENT HYDROLOGY MAP

APPENDIX G- NOISE ANALYSIS WORKSHEETS

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# **10000 Santa Monica Boulevard Project**

## Draft EIR

Noise Worksheets

Provided by PCR Services Corporation

August 2011

- Ambient Noise Data
- Ambient Vibration Data
- Construction Noise Calculations
- Off-Site Traffic Noise Calculations



- Ambient Noise Data





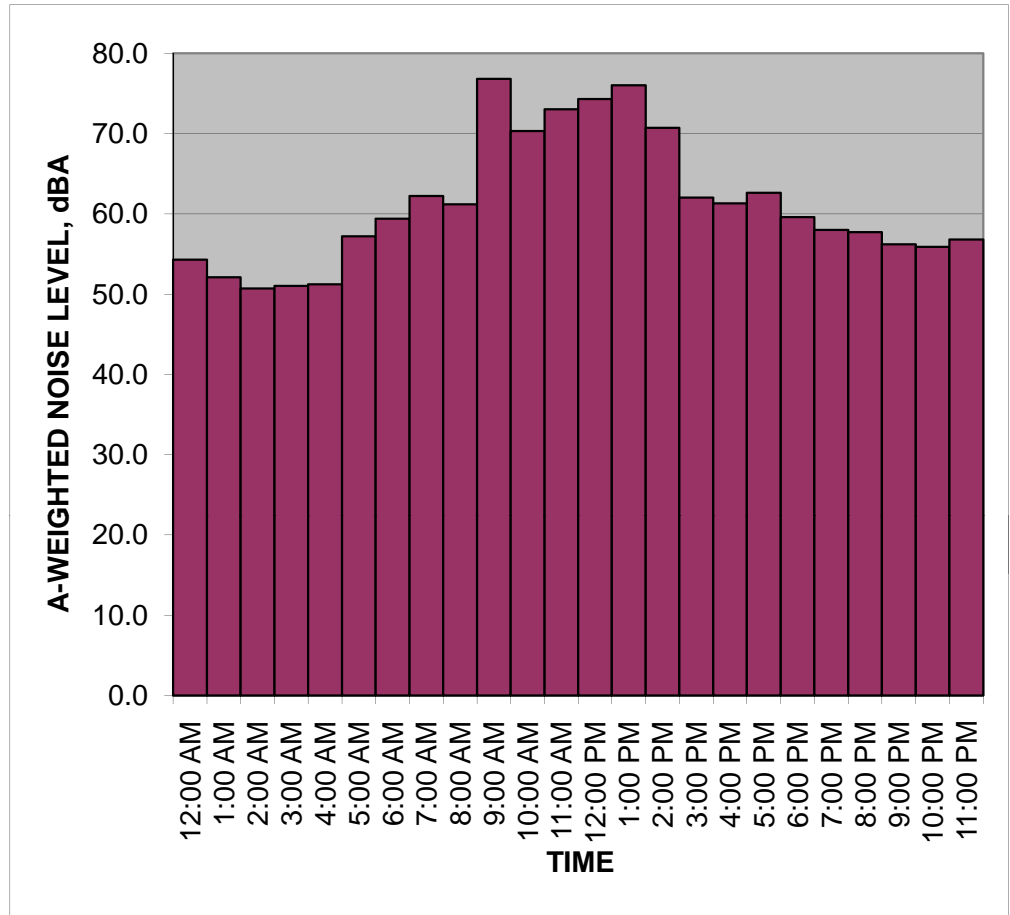
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R2 - East Property Line  
 Sources: Ambient

Date: May 13, 2011

TIME	HNL, dB(A)
12:00 AM	54.3
1:00 AM	52.1
2:00 AM	50.7
3:00 AM	51.0
4:00 AM	51.2
5:00 AM	57.2
6:00 AM	59.4
7:00 AM	62.2
8:00 AM	61.2
9:00 AM	76.8
10:00 AM	70.3
11:00 AM	73.0
12:00 PM	74.3
1:00 PM	76.0
2:00 PM	70.7
3:00 PM	62.0
4:00 PM	61.3
5:00 PM	62.6
6:00 PM	59.6
7:00 PM	58.0
8:00 PM	57.7
9:00 PM	56.2
10:00 PM	55.9
11:00 PM	56.8
<b>CNEL, dB(A):</b>	<b>69.2</b>



**NOTES:**

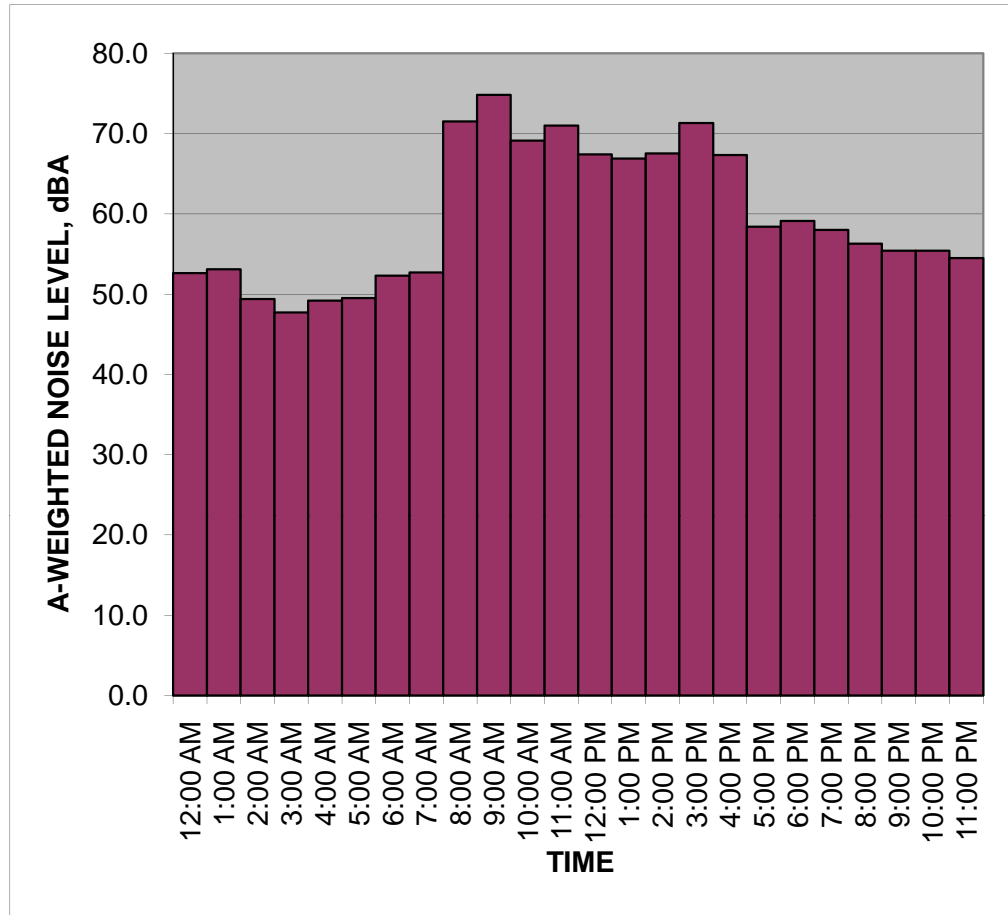
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R2 - East Property Line  
 Sources: Ambient

Date: May 14, 2011

TIME	HNL, dB(A)
12:00 AM	52.6
1:00 AM	53.1
2:00 AM	49.4
3:00 AM	47.7
4:00 AM	49.2
5:00 AM	49.5
6:00 AM	52.3
7:00 AM	52.7
8:00 AM	71.5
9:00 AM	74.8
10:00 AM	69.1
11:00 AM	71.0
12:00 PM	67.4
1:00 PM	66.9
2:00 PM	67.5
3:00 PM	71.3
4:00 PM	67.3
5:00 PM	58.4
6:00 PM	59.1
7:00 PM	58.0
8:00 PM	56.3
9:00 PM	55.4
10:00 PM	55.4
11:00 PM	54.5
<b>CNEL, dB(A):</b>	<b>67.0</b>



**NOTES:**

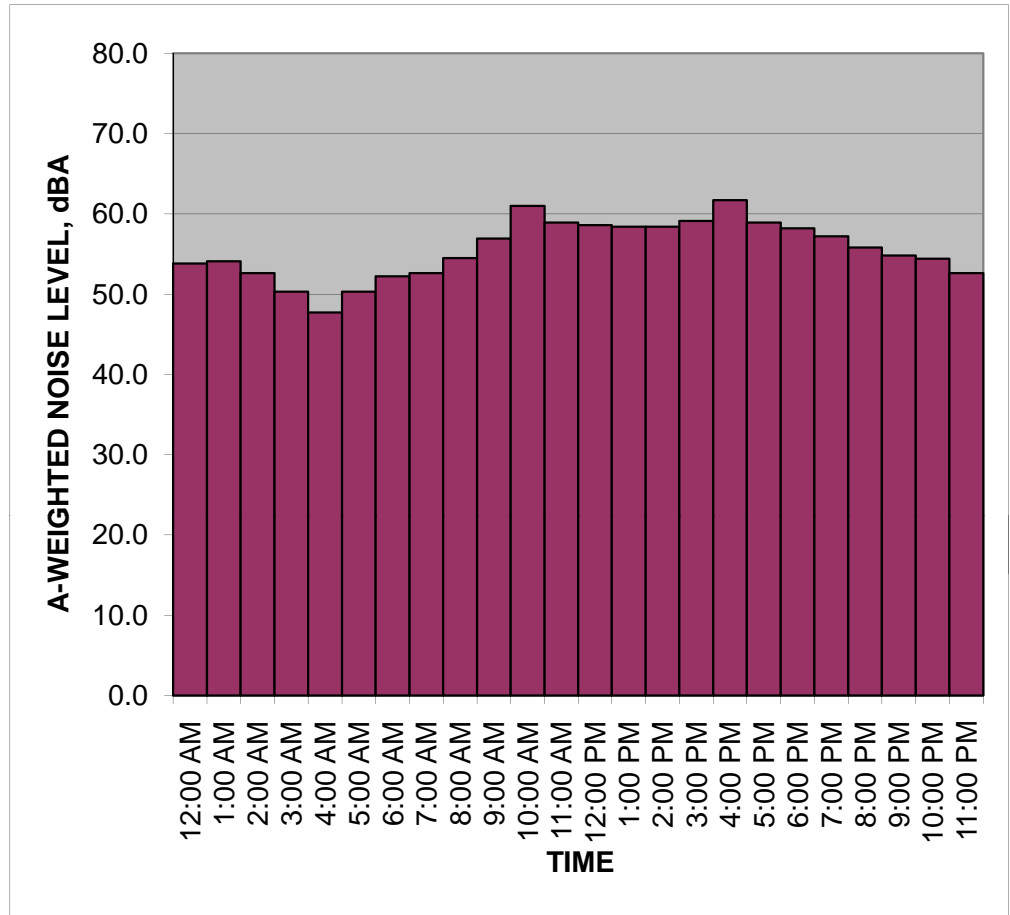
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R2 - East Property Line  
 Sources: Ambient

Date: May 15, 2011

TIME	HNL, dB(A)
12:00 AM	53.8
1:00 AM	54.1
2:00 AM	52.6
3:00 AM	50.3
4:00 AM	47.7
5:00 AM	50.3
6:00 AM	52.2
7:00 AM	52.6
8:00 AM	54.5
9:00 AM	56.9
10:00 AM	61.0
11:00 AM	58.9
12:00 PM	58.6
1:00 PM	58.4
2:00 PM	58.4
3:00 PM	59.1
4:00 PM	61.7
5:00 PM	58.9
6:00 PM	58.2
7:00 PM	57.2
8:00 PM	55.8
9:00 PM	54.8
10:00 PM	54.4
11:00 PM	52.6
<b>CNEL, dB(A):</b>	<b>60.7</b>



**NOTES:**

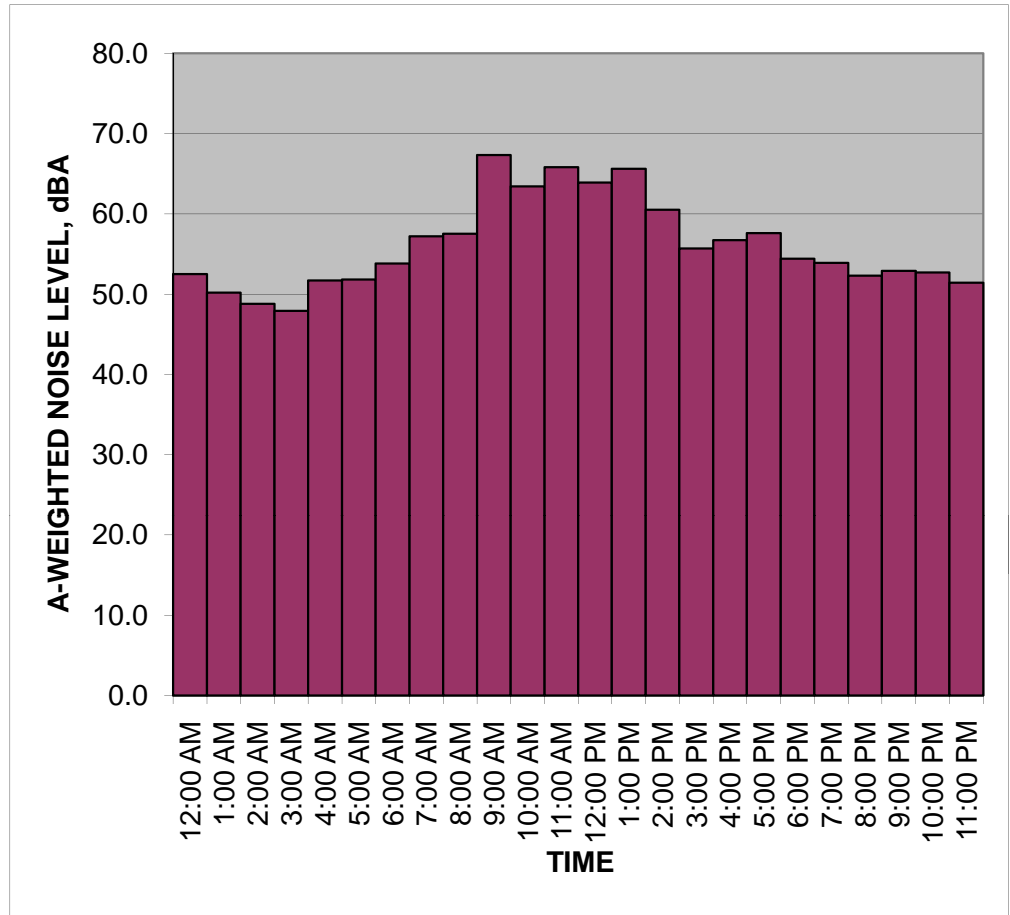
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R3 - South Property Line  
 Sources: Ambient

Date: May 13, 2011

TIME	HNL, dB(A)
12:00 AM	52.5
1:00 AM	50.2
2:00 AM	48.8
3:00 AM	47.9
4:00 AM	51.7
5:00 AM	51.8
6:00 AM	53.8
7:00 AM	57.2
8:00 AM	57.5
9:00 AM	67.3
10:00 AM	63.4
11:00 AM	65.8
12:00 PM	63.9
1:00 PM	65.6
2:00 PM	60.5
3:00 PM	55.7
4:00 PM	56.7
5:00 PM	57.6
6:00 PM	54.4
7:00 PM	53.9
8:00 PM	52.3
9:00 PM	52.9
10:00 PM	52.7
11:00 PM	51.4
<b>CNEL, dB(A):</b>	<b>61.8</b>



**NOTES:**

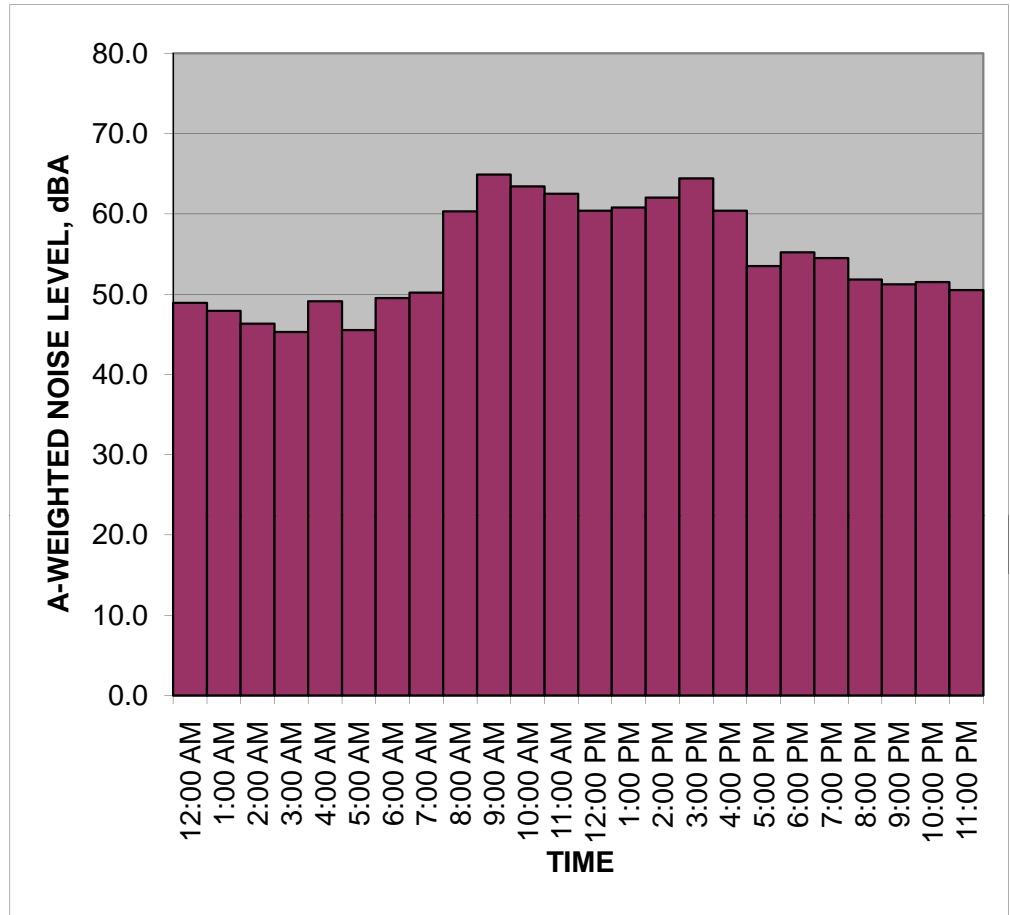
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R3 - South Property Line  
 Sources: Ambient

Date: May 14, 2011

TIME	HNL, dB(A)
12:00 AM	48.9
1:00 AM	47.9
2:00 AM	46.3
3:00 AM	45.3
4:00 AM	49.1
5:00 AM	45.5
6:00 AM	49.5
7:00 AM	50.2
8:00 AM	60.3
9:00 AM	64.9
10:00 AM	63.4
11:00 AM	62.5
12:00 PM	60.4
1:00 PM	60.8
2:00 PM	62.0
3:00 PM	64.4
4:00 PM	60.4
5:00 PM	53.5
6:00 PM	55.2
7:00 PM	54.5
8:00 PM	51.8
9:00 PM	51.2
10:00 PM	51.5
11:00 PM	50.5
<b>CNEL, dB(A):</b>	<b>60.2</b>



**NOTES:**

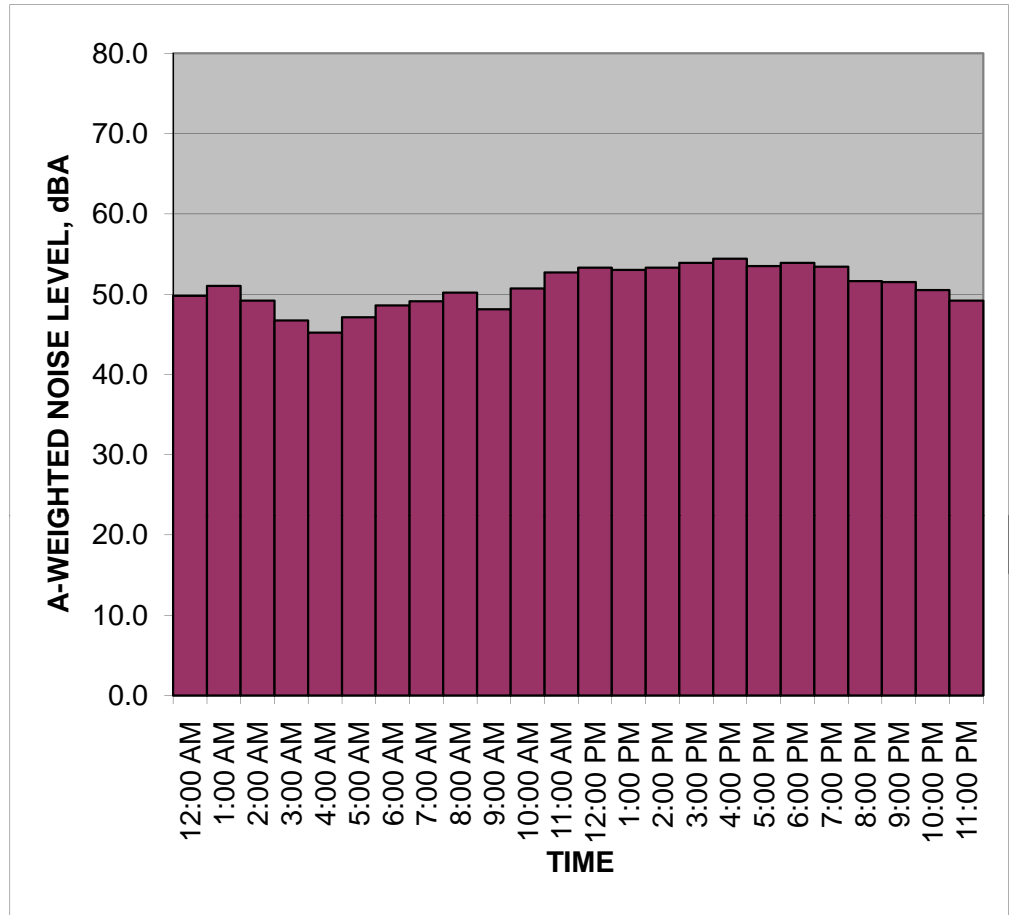
# Measured Ambient Noise Levels



Project: 10000 Santa Monica  
 Location: R3 - South Property Line  
 Sources: Ambient

Date: May 15, 2011

TIME	HNL, dB(A)
12:00 AM	49.8
1:00 AM	51.0
2:00 AM	49.2
3:00 AM	46.7
4:00 AM	45.2
5:00 AM	47.1
6:00 AM	48.6
7:00 AM	49.1
8:00 AM	50.2
9:00 AM	48.1
10:00 AM	50.7
11:00 AM	52.7
12:00 PM	53.3
1:00 PM	53.0
2:00 PM	53.3
3:00 PM	53.9
4:00 PM	54.4
5:00 PM	53.5
6:00 PM	53.9
7:00 PM	53.4
8:00 PM	51.6
9:00 PM	51.5
10:00 PM	50.5
11:00 PM	49.2
<b>CNEL, dB(A):</b>	<b>56.5</b>



**NOTES:**

- Ambient Vibration Data





Location V1 - Project South Boundary

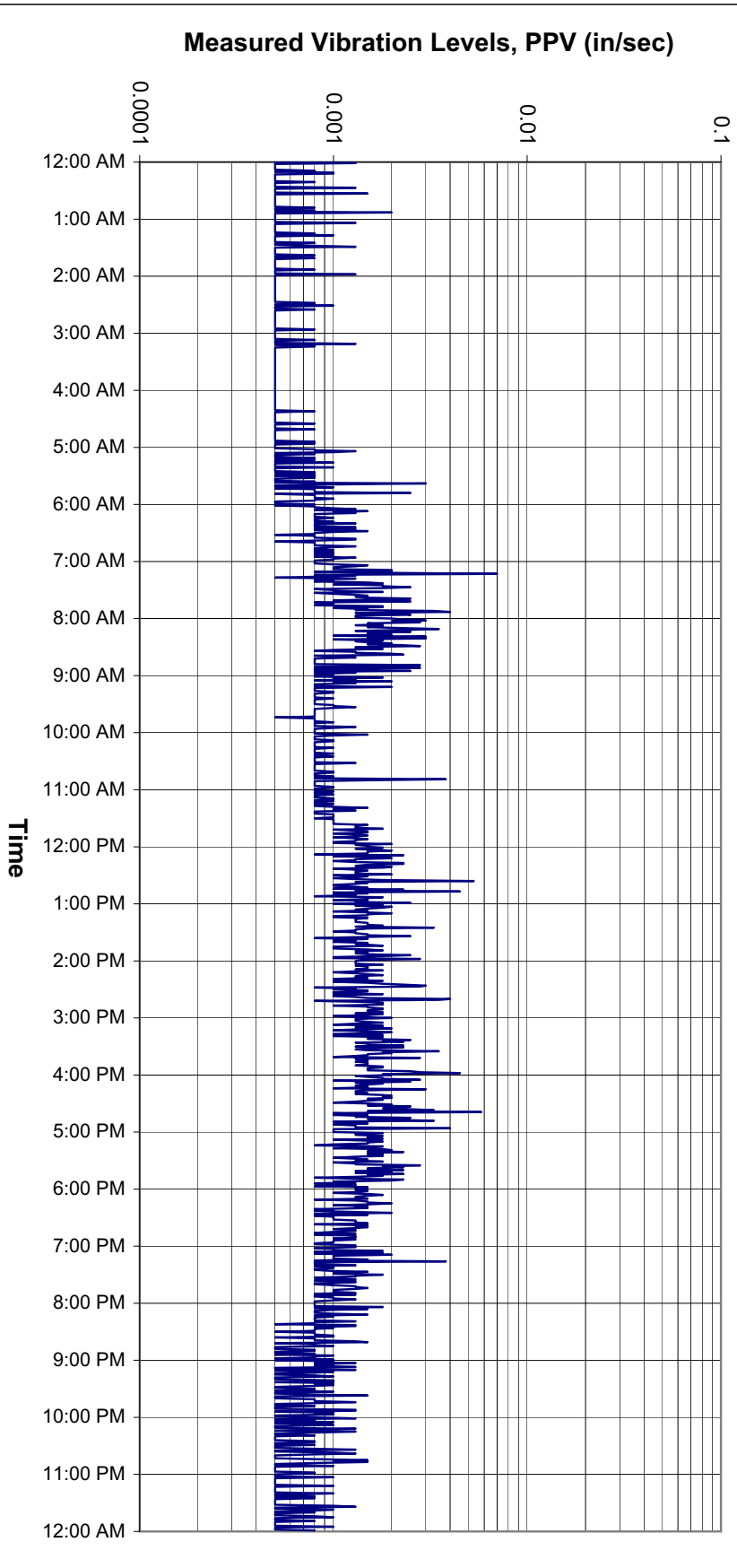


Figure A1: Measured Ground Vibration, Friday 6/20//2008

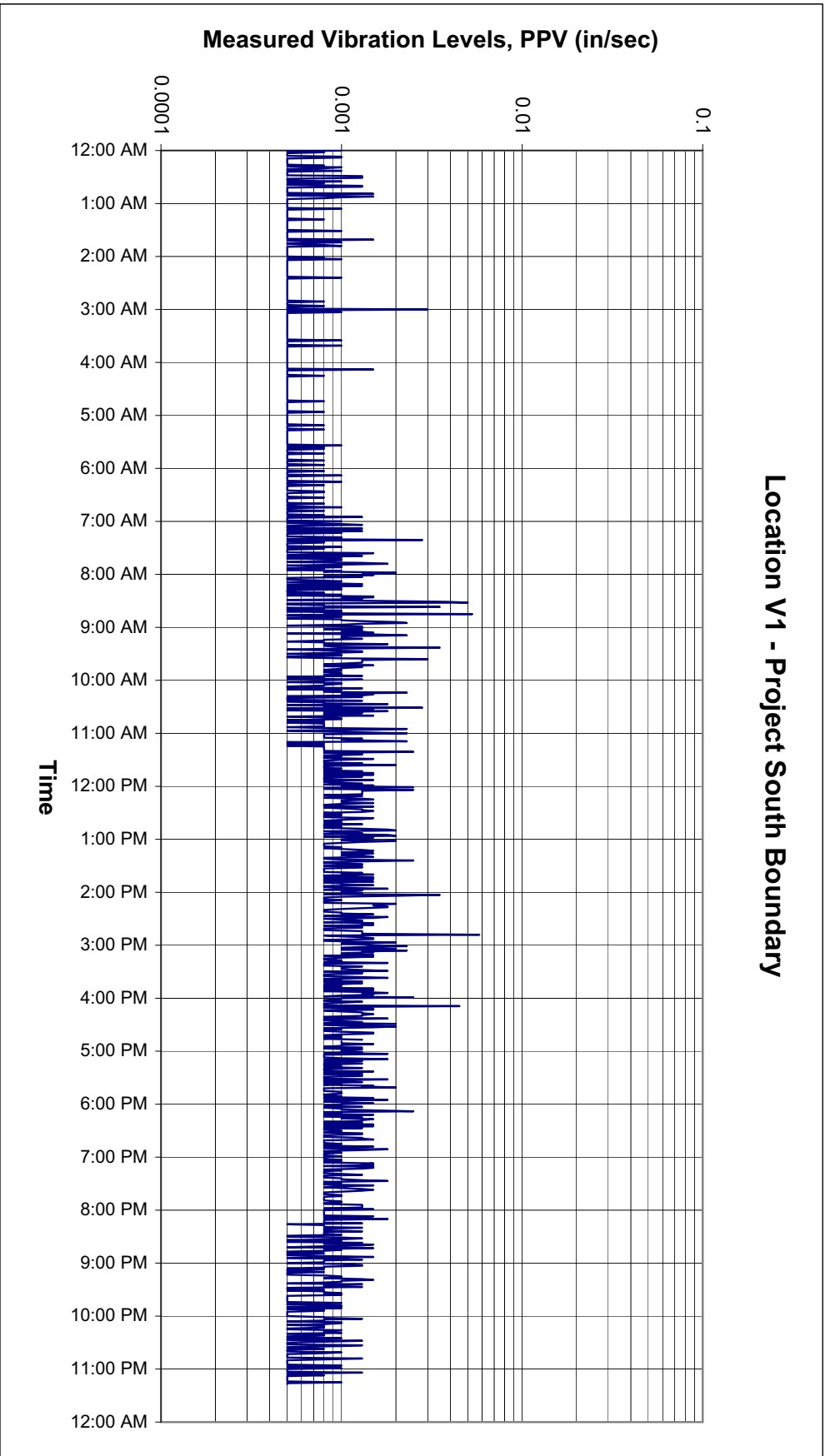


Figure A2: Measured Ground Vibration, Saturday 6/21/2008

Location V1 - Project South Boundary

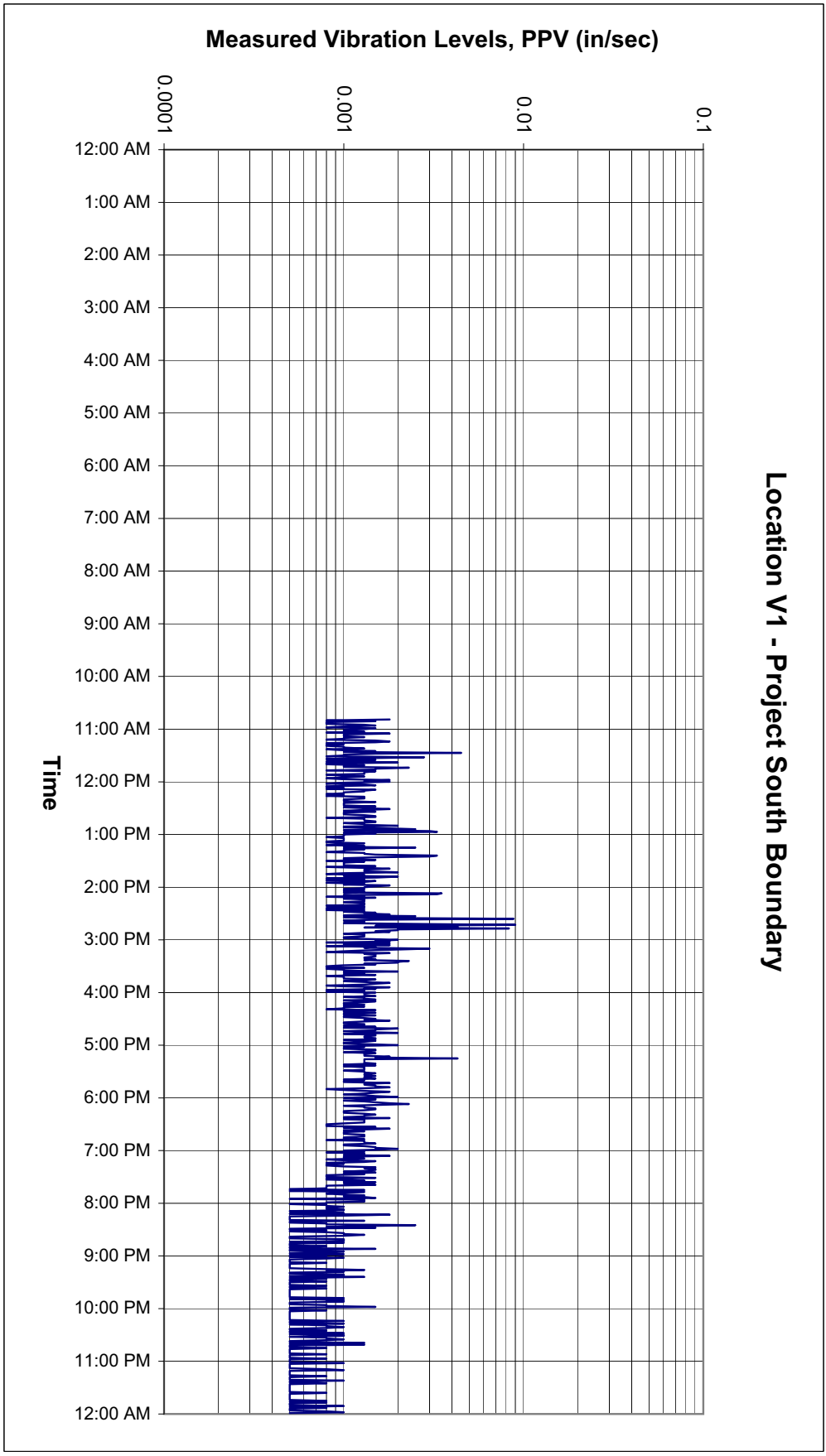


Figure A3: Measured Ground Vibration, Tuesday 6/24/2008

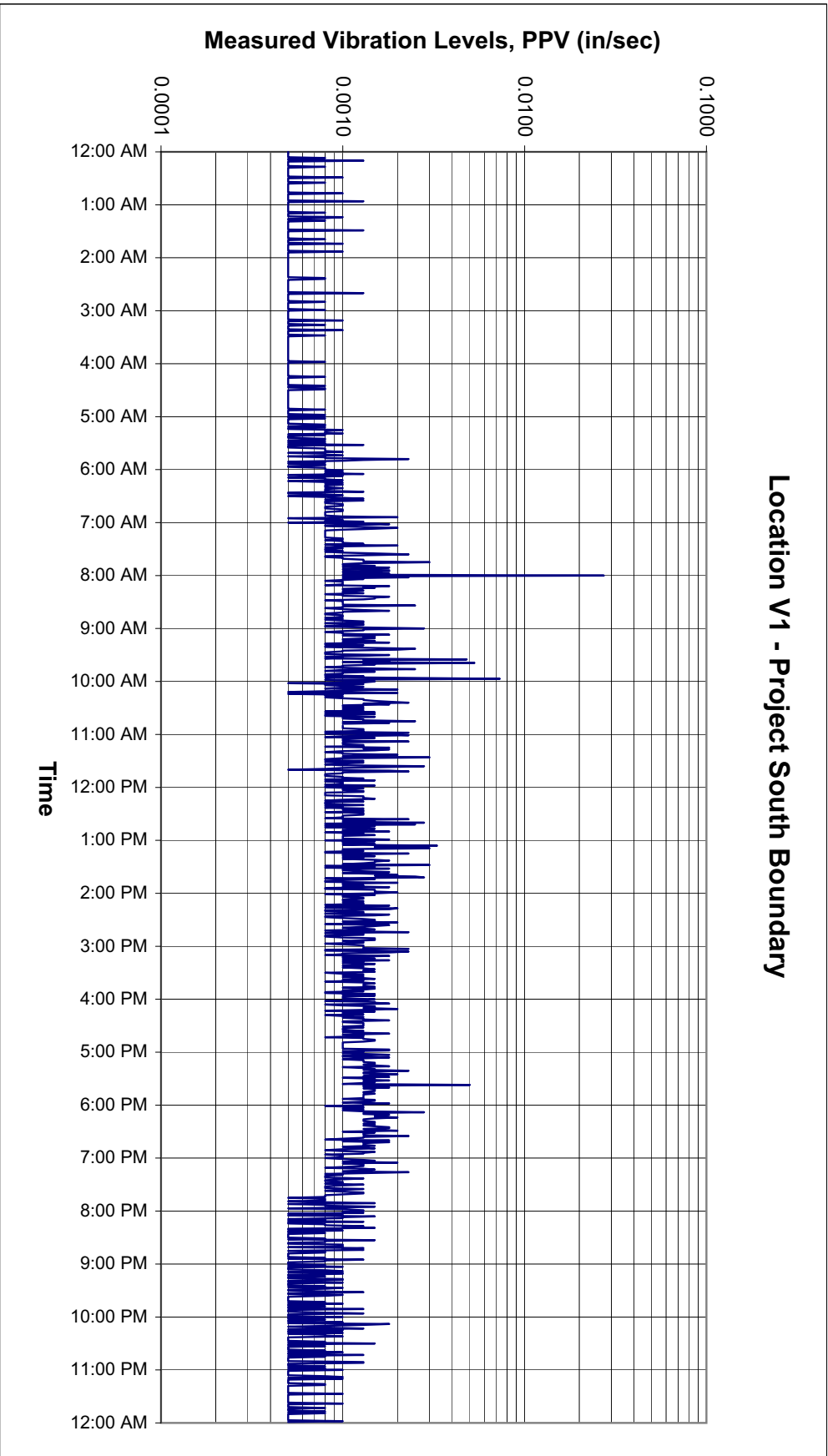


Figure A4: Measured Ground Vibration, Wednesday 6/25//2008

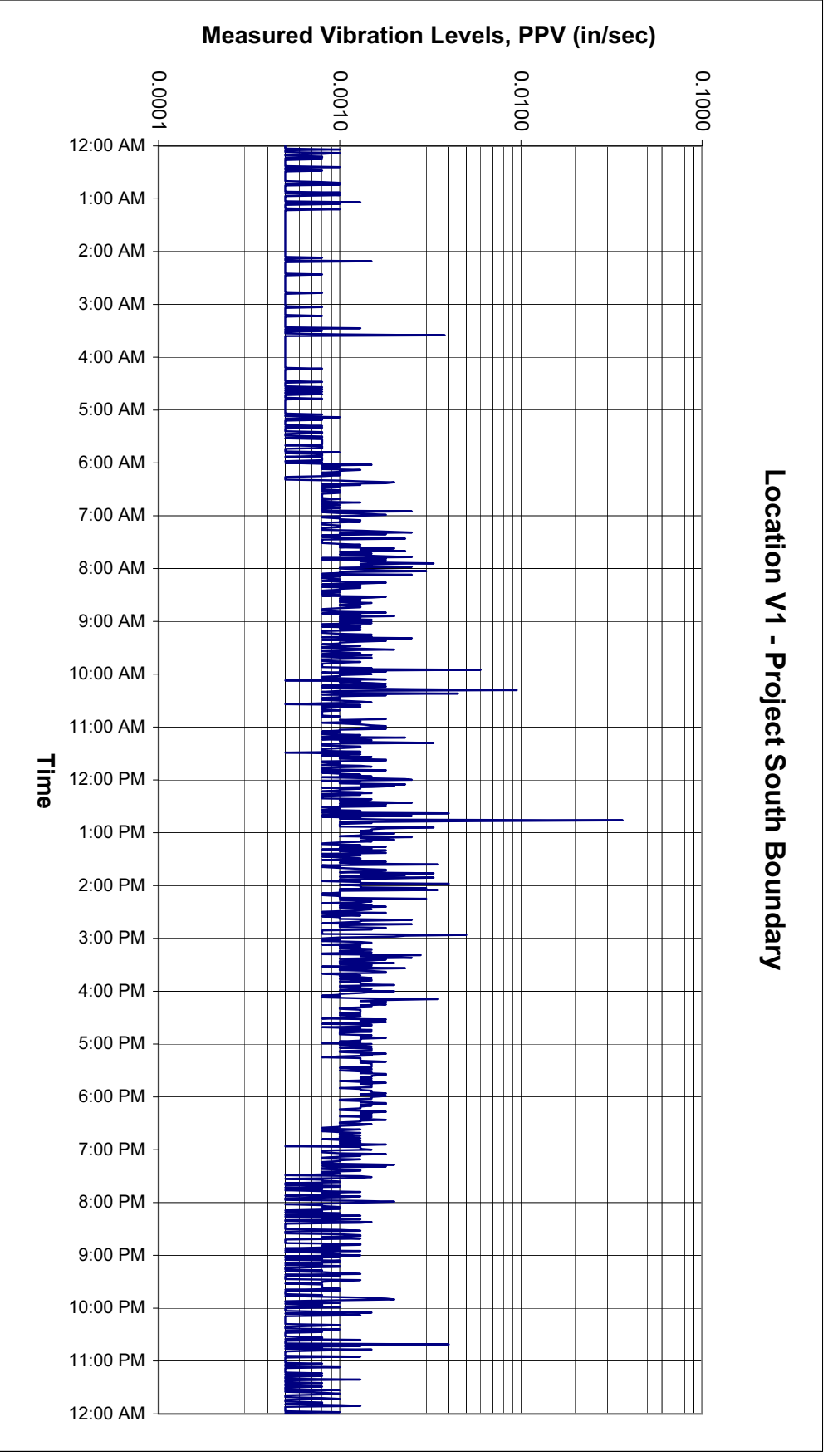


Figure A5: Measured Ground Vibration, Thursday 6/26//2008



- Construction Noise Calculations





**Project: 10000 Santa Monica**
**Construction Phase: Phase 1**  
***Mass Grading***
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Rubber Tired Loader	1	79	50%	60	5
Tractor/Loader/Backhoe	1	80	25%	60	5
Excavator	1	81	40%	60	5
Dozer	1	82	40%	60	5
Other Equipment	1	85	50%	60	5
Drill Rig	1	80	25%	60	5

**Receptor: R2**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
0 Hours during evening (7 pm to 10 pm)  
0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 78**  
**Leq: 79**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 2**  
***Fine Site Grading/Foundation***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Dozer	1	82	40%	60	5
Rubber Tire Loaders	1	79	40%	60	5
Tractor/Loader/Backhoe	1	80	25%	60	5
Water Trucks	1	80	10%	60	5
Concrete Pump Trucks	1	81	20%	60	5

**Receptor: R2**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**  
**Lmax: 75**  
**Leq: 75**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 3**  
***Building Construction***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Saw	1	90	20%	60	5
Cranes	1	81	40%	60	5
Other Equipment	1	85	50%	60	5
Forklift	1	75	10%	60	5
Concrete Pump Trucks	1	81	20%	60	5
Rubber Tired Loader	1	79	50%	60	5
Tractor/Loader/Backhoe	1	80	25%	60	5
Lift	1	75	20%	60	5
Generator Sets	1	81	50%	60	5

**Receptor: R2**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**  
**Lmax: 83**  
**Leq: 81**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 4  
Paving**
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Mixer	1	79	40%	250	5
Paver	1	77	50%	250	5
Pavement Scarafier	1	90	20%	250	5
Roller	1	80	20%	250	5
Tractor/Loader/Backhoe	1	80	25%	250	5

**Receptor: R2**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 71**  
**Leq: 66**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 1**  
**Mass Grading**
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Rubber Tired Loader	1	79	50%	25	15
Tractor/Loader/Backhoe	1	80	25%	25	15
Excavator	1	81	40%	25	15
Dozer	1	82	40%	25	15
Other Equipment	1	85	50%	25	15
Drill Rig	1	80	25%	25	15

**Receptor: R3**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
0 Hours during evening (7 pm to 10 pm)  
0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 76**  
**Leq: 77**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 2**  
***Fine Site Grading/Foundation***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Dozer	1	82	40%	25	15
Rubber Tire Loaders	1	79	40%	25	15
Tractor/Loader/Backhoe	1	80	25%	25	15
Water Trucks	1	80	10%	25	15
Concrete Pump Trucks	1	81	20%	25	15

**Receptor: R3**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**  
**Lmax: 73**  
**Leq: 73**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 3**  
***Building Construction***
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Saw	1	90	20%	25	15
Cranes	1	81	40%	25	15
Other Equipment	1	85	50%	25	15
Forklift	1	75	10%	25	15
Concrete Pump Trucks	1	81	20%	25	15
Rubber Tired Loader	1	79	50%	25	15
Tractor/Loader/Backhoe	1	80	25%	25	15
Lift	1	75	20%	25	15
Generator Sets	1	81	50%	25	15

**Receptor: R3**
**Construction Hour:**  
 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 81**  
**Leq: 79**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005



**Project: 10000 Santa Monica**
**Construction Phase: Phase 4  
Paving**
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Mixer	1	79	40%	200	15
Paver	1	77	50%	200	15
Pavement Scarafier	1	90	20%	200	15
Roller	1	80	20%	200	15
Tractor/Loader/Backhoe	1	80	25%	200	15

**Receptor: R3**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 63**  
**Leq: 58**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 1  
Mass Grading**
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Rubber Tired Loader	1	79	50%	50	0
Tractor/Loader/Backhoe	1	80	25%	50	0
Excavator	1	81	40%	50	0
Dozer	1	82	40%	50	0
Other Equipment	1	85	50%	50	0
Drill Rig	1	80	25%	50	0

**Receptor: R3**
**Construction Hour:**

- 12 Hours during daytime (7 am to 7 pm)
- 0 Hours during evening (7 pm to 10 pm)
- 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 85**  
**Leq: 86**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 2**  
***Fine Site Grading/Foundation***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Dozer	1	82	40%	50	0
Rubber Tire Loaders	1	79	40%	50	0
Tractor/Loader/Backhoe	1	80	25%	50	0
Water Trucks	1	80	10%	50	0
Concrete Pump Trucks	1	81	20%	50	0

**Receptor: R3**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**  
**Lmax: 82**  
**Leq: 82**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 3**  
***Building Construction***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Saw	1	90	20%	50	0
Cranes	1	81	40%	50	0
Other Equipment	1	85	50%	50	0
Forklift	1	75	10%	50	0
Concrete Pump Trucks	1	81	20%	50	0
Rubber Tired Loader	1	79	50%	50	0
Tractor/Loader/Backhoe	1	80	25%	50	0
Lift	1	75	20%	50	0
Generator Sets	1	81	50%	50	0

**Receptor: R3**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**

**Lmax: 90**  
**Leq: 88**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 4  
Paving**
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Mixer	1	79	40%	200	0
Paver	1	77	50%	200	0
Pavement Scarafier	1	90	20%	200	0
Roller	1	80	20%	200	0
Tractor/Loader/Backhoe	1	80	25%	200	0

**Receptor: R3**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 78**  
**Leq: 73**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 1**  
***Mass Grading***
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Rubber Tired Loader	1	79	50%	300	10
Tractor/Loader/Backhoe	1	80	25%	300	10
Excavator	1	81	40%	300	10
Dozer	1	82	40%	300	10
Other Equipment	1	85	50%	300	10
Drill Rig	1	80	25%	300	10

**Receptor: R4**
**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
0 Hours during evening (7 pm to 10 pm)  
0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 59**  
**Leq: 60**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005

**Project: 10000 Santa Monica**

**Construction Phase: Phase 2**  
***Fine Site Grading/Foundation***

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Dozer	1	82	40%	300	10
Rubber Tire Loaders	1	79	40%	300	10
Tractor/Loader/Backhoe	1	80	25%	300	10
Water Trucks	1	80	10%	300	10
Concrete Pump Trucks	1	81	20%	300	10

**Receptor: R4**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**  
**Lmax: 56**  
**Leq: 56**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

**Project: 10000 Santa Monica**
**Construction Phase: Phase 3**  
***Building Construction***
**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Saw	1	90	20%	300	10
Cranes	1	81	40%	300	10
Other Equipment	1	85	50%	300	10
Forklift	1	75	10%	300	10
Concrete Pump Trucks	1	81	20%	300	10
Rubber Tired Loader	1	79	50%	300	10
Tractor/Loader/Backhoe	1	80	25%	300	10
Lift	1	75	20%	300	10
Generator Sets	1	81	50%	300	10

**Receptor: R4**
**Construction Hour:**  
 12 Hours during daytime (7 am to 7 pm)  
 0 Hours during evening (7 pm to 10 pm)  
 0 Hours during nighttime (10 pm to 7 am)

**Results:**
**Lmax: 64**  
**Leq: 62**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 &amp; FHWA RCNM, 2005



**Project: 10000 Santa Monica**

**Construction Phase: Phase 4  
Paving**

**Equipment**

<b>Description</b>	<b>No. of Equip.</b>	<b>Reference Noise Level at 50ft, Lmax</b>	<b>Acoustical Usage Factor</b>	<b>Distance to Receptor, ft</b>	<b>Estimated Noise Shielding, dBA</b>
Concrete Mixer	1	79	40%	450	10
Paver	1	77	50%	450	10
Pavement Scarafier	1	90	20%	450	10
Roller	1	80	20%	450	10
Tractor/Loader/Backhoe	1	80	25%	450	10

**Receptor: R4**

**Construction Hour:** 12 Hours during daytime (7 am to 7 pm)  
0 Hours during evening (7 pm to 10 pm)  
0 Hours during nighttime (10 pm to 7 am)

**Results:**

**Lmax: 61**  
**Leq: 56**

Source for Ref. Noise Levels: LA CEQA Guides, 2006 & FHWA RCNM, 2005

- Off-Site Traffic Noise Calculations



**Roadway Traffic Noise Calculations**  
1 of 18



**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	759	1062	10620	66.2	63.2	61.5	67.4	64.4	62.7
Veteran Dr. s/o Santa Monica Blvd.	30	606	839	8390	65.2	62.2	60.4	66.4	63.4	61.6
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1341	1468	14675	67.5	65.1	63.5	68.7	66.3	64.7
Overland Ave. s/o Olympic Blvd.	35	2266	2207	22660	69.4	66.9	65.4	70.6	68.2	66.6
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1112	1206	12055	65.9	63.8	62.3	67.1	65.0	63.5
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	802	1123	11230	66.4	63.4	61.7	67.6	64.7	62.9
Veteran Dr. s/o Santa Monica Blvd.	30	641	888	8880	65.4	62.4	60.7	66.6	63.6	61.9
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1696	1867	18665	68.5	66.1	64.5	69.8	67.3	65.8
Overland Ave. s/o Olympic Blvd.	35	2916	2937	29370	70.5	68.1	66.5	71.7	69.3	67.7
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1204	1374	13740	66.5	64.3	62.9	67.7	65.5	64.1
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	802	1123	11230	66.4	63.4	61.7	67.6	64.7	62.9
Veteran Dr. s/o Santa Monica Blvd.	30	641	888	8880	65.4	62.4	60.7	66.6	63.6	61.9
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1700	1872	18720	68.6	66.1	64.6	69.8	67.3	65.8
Overland Ave. s/o Olympic Blvd.	35	2923	2948	29480	70.5	68.1	66.5	71.7	69.3	67.7
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1204	1375	13745	66.5	64.3	62.9	67.7	65.5	64.1

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Veteran Dr. n/o Santa Monica Blvd.	0.0	0.3	0.0	0.2
Veteran Dr. s/o Santa Monica Blvd.	0.0	0.2	0.0	0.2
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	0.0	1.0	0.0	1.1
Overland Ave. s/o Olympic Blvd.	0.0	1.1	0.0	1.1
Olympic Blvd. between Overland Ave. & Prosser Ave.	0.0	0.5	0.0	0.6

Vehicle Type	% of ADT			Sub total
	Day	Even	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
2 of 18



**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2257	2450	24495	69.0	66.8	65.4	70.2	68.1	66.6
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	4697	4999	49990	72.1	69.9	68.5	73.3	71.2	69.7
Olympic Blvd. between Century Park West & Century Park East	35	1673	1794	17937	67.6	65.5	64.1	68.8	66.7	65.3
Olympic Blvd. between Century Park East & Spalding Dr.	35	277	389	3885	61.0	58.8	57.4	62.2	60.1	58.6
Olympic Blvd. e/o Spalding Dr.	35	587	354	5870	62.8	60.6	59.2	64.0	61.8	60.4
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2462	2706	27055	69.4	67.3	65.8	70.6	68.5	67.1
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	5233	5617	56165	72.6	70.4	69.0	73.8	71.7	70.2
Olympic Blvd. between Century Park West & Century Park East	35	1862	2006	20057	68.1	66.0	64.5	69.3	67.2	65.8
Olympic Blvd. between Century Park East & Spalding Dr.	35	354	505	5045	62.1	60.0	58.6	63.3	61.2	59.8
Olympic Blvd. e/o Spalding Dr.	35	806	506	8060	64.1	62.0	60.6	65.4	63.2	61.8
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2465	2710	27095	69.4	67.3	65.9	70.6	68.5	67.1
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	5241	5626	56260	72.6	70.5	69.0	73.8	71.7	70.2
Olympic Blvd. between Century Park West & Century Park East	35	1865	2009	20093	68.1	66.0	64.6	69.3	67.2	65.8
Olympic Blvd. between Century Park East & Spalding Dr.	35	355	505	5050	62.1	60.0	58.6	63.3	61.2	59.8
Olympic Blvd. e/o Spalding Dr.	35	807	511	8070	64.2	62.0	60.6	65.4	63.2	61.8

**CNEL**

Summary	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	0.0	0.4	0.0	0.4
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	0.0	0.5	0.0	0.5
Olympic Blvd. between Century Park West & Century Park East	0.0	0.5	0.0	0.5
Olympic Blvd. between Century Park East & Spalding Dr.	0.0	1.1	0.0	1.1
Olympic Blvd. e/o Spalding Dr.	0.0	1.4	0.0	1.4

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
3 of 18



**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	243	267	2670	60.2	57.2	55.5	61.4	58.4	56.7
Prosser Ave. s/o Olympic Blvd.	30	226	261	2610	60.1	57.1	55.4	61.3	58.3	56.6
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2104	2849	28490	70.4	67.9	66.4	71.6	69.2	67.6
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1311	1811	18110	68.4	66.0	64.4	69.6	67.2	65.6
Beverly Glen Blvd. s/o Olympic Blvd.	35	946	1254	12540	66.8	64.4	62.8	68.0	65.6	64.0
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	258	281	2810	60.4	57.4	55.7	61.6	58.6	56.9
Prosser Ave. s/o Olympic Blvd.	30	240	275	2750	60.3	57.3	55.6	61.5	58.6	56.8
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2227	3078	30780	70.7	68.3	66.7	71.9	69.5	67.9
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1388	1979	19790	68.8	66.4	64.8	70.0	67.6	66.0
Beverly Glen Blvd. s/o Olympic Blvd.	35	1100	1431	14310	67.4	64.9	63.4	68.6	66.2	64.6
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	257	281	2810	60.4	57.4	55.7	61.6	58.6	56.9
Prosser Ave. s/o Olympic Blvd.	30	241	276	2760	60.3	57.4	55.6	61.5	58.6	56.8
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2227	3079	30790	70.7	68.3	66.7	71.9	69.5	67.9
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1389	1981	19805	68.8	66.4	64.8	70.0	67.6	66.0
Beverly Glen Blvd. s/o Olympic Blvd.	35	1103	1434	14340	67.4	65.0	63.4	68.6	66.2	64.6

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Prosser Ave. n/o Olympic Blvd.	0.0	0.2	0.0	0.2
Prosser Ave. s/o Olympic Blvd.	0.0	0.3	0.0	0.2
Beverly Glen Blvd. n/o Santa Monica Blvd.	0.0	0.3	0.0	0.3
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	0.0	0.4	0.0	0.4
Beverly Glen Blvd. s/o Olympic Blvd.	0.0	0.6	0.0	0.6

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	676	829	8290	66.7	63.4	61.6	67.9	64.7	62.8
Century Park West between Constellation Ave. & Olympic Blvd.	35	737	1066	10660	67.8	64.5	62.7	69.0	65.7	63.9
Century Park East between Olympic Blvd. & Pico Blvd.	35	1391	1217	13910	68.0	65.3	63.6	69.3	66.5	64.8
Spalding Drive n/o Olympic Blvd.	30	810	768	8100	65.0	62.0	60.3	66.2	63.2	61.5
Spalding Drive s/o Olympic Blvd.	30	246	232	2460	59.8	56.9	55.1	61.0	58.1	56.3
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	745	1030	10295	67.6	64.4	62.5	68.8	65.6	63.8
Century Park West between Constellation Ave. & Olympic Blvd.	35	812	1291	12910	68.6	65.4	63.5	69.8	66.6	64.7
Century Park East between Olympic Blvd. & Pico Blvd.	35	1464	1284	14635	68.3	65.5	63.8	69.5	66.7	65.0
Spalding Drive n/o Olympic Blvd.	30	886	894	8940	65.4	62.5	60.7	66.6	63.7	61.9
Spalding Drive s/o Olympic Blvd.	30	268	265	2680	60.2	57.2	55.5	61.4	58.4	56.7
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	750	1033	10325	67.6	64.4	62.6	68.8	65.6	63.8
Century Park West between Constellation Ave. & Olympic Blvd.	35	815	1293	12930	68.6	65.4	63.5	69.8	66.6	64.8
Century Park East between Olympic Blvd. & Pico Blvd.	35	1469	1291	14690	68.3	65.5	63.8	69.5	66.7	65.0
Spalding Drive n/o Olympic Blvd.	30	907	906	9070	65.5	62.5	60.8	66.7	63.7	62.0
Spalding Drive s/o Olympic Blvd.	30	268	265	2680	60.2	57.2	55.5	61.4	58.4	56.7

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Century Park West between Santa Monica Blvd. & Constellation A	0.0	0.9	0.0	0.9
Century Park West between Constellation Ave. & Olympic Blvd.	0.0	0.9	0.0	0.8
Century Park East between Olympic Blvd. & Pico Blvd.	0.0	0.2	0.0	0.2
Spalding Drive n/o Olympic Blvd.	0.0	0.5	0.1	0.5
Spalding Drive s/o Olympic Blvd.	0.0	0.3	0.0	0.4

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	1939	1936	19385	70.9	68.1	66.4	72.1	69.3	67.6
Avenue of the Stars between Constellation & Olympic Blvd.	40	2243	2152	22430	71.5	68.7	67.0	72.7	69.9	68.2
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	490	421	4900	64.8	60.7	58.7	66.0	61.9	59.9
Moreno Dr. s/o Durant Dr.	30	636	349	6360	65.9	61.9	59.8	67.2	63.1	61.0
Durant Dr. e/o Moreno Ave.	30	509	223	5090	63.0	60.0	58.3	64.2	61.2	59.5
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	2586	2669	26685	72.3	69.5	67.8	73.5	70.7	69.0
Avenue of the Stars between Constellation & Olympic Blvd.	40	2879	2832	28790	72.6	69.8	68.1	73.8	71.0	69.3
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	519	470	5190	65.1	61.0	58.9	66.3	62.2	60.1
Moreno Dr. s/o Durant Dr.	30	675	413	6750	66.2	62.1	60.1	67.4	63.3	61.3
Durant Dr. e/o Moreno Ave.	30	535	236	5350	63.2	60.2	58.5	64.4	61.4	59.7
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	2595	2689	26890	72.3	69.5	67.8	73.5	70.7	69.0
Avenue of the Stars between Constellation & Olympic Blvd.	40	2885	2843	28850	72.6	69.8	68.1	73.8	71.0	69.3
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	551	487	5510	65.3	61.2	59.2	66.5	62.5	60.4
Moreno Dr. s/o Durant Dr.	30	696	424	6960	66.3	62.3	60.2	67.5	63.5	61.4
Durant Dr. e/o Moreno Ave.	30	546	242	5460	63.3	60.3	58.6	64.5	61.5	59.8

**CNEL**

Summary	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Avenue of the Stars between Santa Monica & Constellation Blvd.	0.0	1.4	0.0	1.4
Avenue of the Stars between Constellation & Olympic Blvd.	0.0	1.1	0.0	1.1
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	0.3	0.6	0.2	0.5
Moreno Dr. s/o Durant Dr.	0.2	0.4	0.1	0.3
Durant Dr. e/o Moreno Ave.	0.1	0.3	0.1	0.3

Vehicle Type	% of ADT			Sub total
	Day	Even	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%



**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	306	613	6130	62.2	59.2	57.5	63.4	60.4	58.7
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	309	528	5280	61.5	58.6	56.8	62.8	59.8	58.0
Roxbury Drive n/o Olympic Blvd.	25	487	398	4870	61.2	58.2	56.5	62.4	59.4	57.7
Roxbury Drive s/o Olympic Blvd.	25	525	513	5250	61.5	58.5	56.8	62.7	59.8	58.0
Bedford Drive n/o Santa Monica Blvd.	25	600	332	6000	62.1	59.1	57.4	63.3	60.3	58.6
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	322	644	6440	62.4	59.4	57.7	63.6	60.6	58.9
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	326	553	5530	61.7	58.8	57.0	63.0	60.0	58.2
Roxbury Drive n/o Olympic Blvd.	25	511	417	5110	61.4	58.4	56.7	62.6	59.6	57.9
Roxbury Drive s/o Olympic Blvd.	25	551	536	5510	61.7	58.8	57.0	62.9	60.0	58.2
Bedford Drive n/o Santa Monica Blvd.	25	630	349	6300	62.3	59.3	57.6	63.5	60.6	58.8
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	322	644	6440	62.4	59.4	57.7	63.6	60.6	58.9
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	326	553	5530	61.7	58.8	57.0	63.0	60.0	58.2
Roxbury Drive n/o Olympic Blvd.	25	511	417	5110	61.4	58.4	56.7	62.6	59.6	57.9
Roxbury Drive s/o Olympic Blvd.	25	551	536	5510	61.7	58.8	57.0	62.9	60.0	58.2
Bedford Drive n/o Santa Monica Blvd.	25	631	354	6310	62.3	59.3	57.6	63.5	60.6	58.8

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Roxbury Drive n/o Santa Monica Blvd.	0.0	0.2	0.0	0.2
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	0.0	0.2	0.0	0.2
Roxbury Drive n/o Olympic Blvd.	0.0	0.2	0.0	0.2
Roxbury Drive s/o Olympic Blvd.	0.0	0.2	0.0	0.2
Bedford Drive n/o Santa Monica Blvd.	0.0	0.3	0.0	0.2

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	4236	4342	43420	71.2	69.1	67.8	72.4	70.4	69.0
Santa Monica Boulevard between Century Park West and Century	35	4034	4302	43020	70.6	68.8	67.5	71.8	70.0	68.7
Santa Monica Boulevard between Century Park East and Moreno	35	3528	4183	41830	71.0	69.0	67.6	72.2	70.2	68.8
Santa Monica Boulevard between Moreno Dr. and Wilshire Blvd.	35	3328	3037	33280	70.0	68.0	66.6	71.2	69.2	67.8
Wilshire Boulevard n/o Santa Monica Blvd.	35	3944	3661	39440	72.6	69.8	68.1	73.8	71.0	69.3
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	4984	5417	54170	72.1	70.1	68.7	73.3	71.3	69.9
Santa Monica Boulevard between Century Park West and Century	35	4728	5252	52515	71.5	69.7	68.4	72.7	70.9	69.6
Santa Monica Boulevard between Century Park East and Moreno	35	4003	4916	49160	71.7	69.7	68.3	72.9	70.9	69.5
Santa Monica Boulevard between Moreno Dr. and Wilshire Blvd.	35	3800	3670	37995	70.6	68.6	67.2	71.8	69.8	68.4
Wilshire Boulevard n/o Santa Monica Blvd.	35	4651	4668	46680	73.3	70.5	68.8	74.5	71.7	70.0
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	5010	5446	54460	72.2	70.1	68.8	73.4	71.3	70.0
Santa Monica Boulevard between Century Park West and Century	35	4766	5310	53100	71.5	69.7	68.4	72.8	70.9	69.6
Santa Monica Boulevard between Century Park East and Moreno	35	4071	4988	49880	71.8	69.7	68.4	73.0	71.0	69.6
Santa Monica Boulevard between Moreno Dr. and Wilshire Blvd.	35	3816	3687	38160	70.6	68.6	67.2	71.8	69.8	68.4
Wilshire Boulevard n/o Santa Monica Blvd.	35	4651	4668	46680	73.3	70.5	68.8	74.5	71.7	70.0

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Santa Monica Boulevard w/o Century Park West	0.0	0.9	0.1	1.0
Santa Monica Boulevard between Century Park West and Century	0.0	0.9	0.1	1.0
Santa Monica Boulevard between Century Park East and Moreno	0.1	0.8	0.1	0.8
Santa Monica Boulevard between Moreno Dr. and Wilshire Blvd.	0.0	0.6	0.0	0.6
Wilshire Boulevard n/o Santa Monica Blvd.	0.0	0.7	0.0	0.7

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	2930	2832	29300	72.2	68.9	67.1	73.4	70.1	68.3
Santa Monica Boulevard e/o Beverly Dr.	35	2790	2899	28990	71.6	68.6	66.9	72.8	69.9	68.1
South Santa Monica Boulevard between Century Park East and M	35	3528	4183	41830	75.2	71.1	69.0	76.4	72.3	70.3
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	3407	3526	35195	73.0	69.7	67.9	74.2	70.9	69.1
Santa Monica Boulevard e/o Beverly Dr.	35	3433	3896	38960	72.9	69.9	68.2	74.1	71.1	69.4
South Santa Monica Boulevard between Century Park East and M	35	4003	4916	49160	75.9	71.8	69.7	77.1	73.0	71.0
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	3413	3526	35260	73.0	69.7	67.9	74.2	70.9	69.1
Santa Monica Boulevard e/o Beverly Dr.	35	3439	3904	39040	72.9	69.9	68.2	74.1	71.2	69.4
South Santa Monica Boulevard between Century Park East and M	35	4071	4988	49880	75.9	71.9	69.8	77.2	73.1	71.0
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	0.0	0.8	0.0	0.8
Santa Monica Boulevard e/o Beverly Dr.	0.1	1.3	0.0	1.3
South Santa Monica Boulevard between Century Park East and M	0.1	0.8	0.1	0.8
0	-	-	-	-
0	-	-	-	-

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	3913	3539	39130	73.7	71.5	70.1	74.9	72.7	71.3
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	3852	3538	38520	73.6	71.5	70.0	74.8	72.7	71.2
Spalding Drive n/o Moreno Dr.	30	710	403	7100	64.4	61.5	59.7	65.6	62.7	60.9
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future No Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	4353	3895	43530	74.1	72.0	70.6	75.3	73.2	71.8
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	4293	3919	42925	74.1	71.9	70.5	75.3	73.1	71.7
Spalding Drive n/o Moreno Dr.	30	745	423	7450	64.6	61.7	59.9	65.9	62.9	61.1
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	4357	3890	43570	74.1	72.0	70.6	75.3	73.2	71.8
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	4297	3919	42965	74.1	71.9	70.5	75.3	73.1	71.7
Spalding Drive n/o Moreno Dr.	30	774	438	7740	64.8	61.8	60.1	66.0	63.0	61.3
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Pico Boulevard w/o Beverly Glen Blvd.	0.0	0.5	0.0	0.4
Pico Boulevard between Beverly Glen Bl and Motor Ave.	0.0	0.4	0.0	0.5
Spalding Drive n/o Moreno Dr.	0.1	0.3	0.1	0.4
0	-	-	-	-
0	-	-	-	-

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	759	1062	10620	66.2	63.2	61.5	67.4	64.4	62.7
Veteran Dr. s/o Santa Monica Blvd.	30	606	839	8390	65.2	62.2	60.4	66.4	63.4	61.6
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1341	1468	14675	67.5	65.1	63.5	68.7	66.3	64.7
Overland Ave. s/o Olympic Blvd.	35	2266	2207	22660	69.4	66.9	65.4	70.6	68.2	66.6
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1112	1206	12055	65.9	63.8	62.3	67.1	65.0	63.5
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	759	1062	10620	66.2	63.2	61.5	67.4	64.4	62.7
Veteran Dr. s/o Santa Monica Blvd.	30	606	839	8390	65.2	62.2	60.4	66.4	63.4	61.6
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1345	1473	14730	67.5	65.1	63.5	68.7	66.3	64.7
Overland Ave. s/o Olympic Blvd.	35	2273	2371	23710	69.6	67.1	65.6	70.8	68.4	66.8
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1112	1221	12205	66.0	63.8	62.4	67.2	65.0	63.6
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Veteran Dr. n/o Santa Monica Blvd.	30	802	1123	11230	66.4	63.4	61.7	67.6	64.7	62.9
Veteran Dr. s/o Santa Monica Blvd.	30	641	888	8880	65.4	62.4	60.7	66.6	63.6	61.9
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	35	1700	1872	18720	68.6	66.1	64.6	69.8	67.3	65.8
Overland Ave. s/o Olympic Blvd.	35	2923	2948	29480	70.5	68.1	66.5	71.7	69.3	67.7
Olympic Blvd. between Overland Ave. & Prosser Ave.	35	1204	1375	13745	66.5	64.3	62.9	67.7	65.5	64.1

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Veteran Dr. n/o Santa Monica Blvd.	0.3	0.3	0.2	0.2
Veteran Dr. s/o Santa Monica Blvd.	0.2	0.2	0.2	0.2
Overland Ave. between Santa Monica Blvd. & Olympic Blvd.	1.0	1.0	1.1	1.1
Overland Ave. s/o Olympic Blvd.	0.9	1.1	0.9	1.1
Olympic Blvd. between Overland Ave. & Prosser Ave.	0.5	0.5	0.5	0.6

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

Roadway Traffic Noise Calculations

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Project: 10000 Santa Monica

Existing										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2257	2450	24495	69.0	66.8	65.4	70.2	68.1	66.6
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	4697	4999	49990	72.1	69.9	68.5	73.3	71.2	69.7
Olympic Blvd. between Century Park West & Century Park East	35	1673	1794	17937	67.6	65.5	64.1	68.8	66.7	65.3
Olympic Blvd. between Century Park East & Spalding Dr.	35	277	389	3885	61.0	58.8	57.4	62.2	60.1	58.6
Olympic Blvd. e/o Spalding Dr.	35	587	354	5870	62.8	60.6	59.2	64.0	61.8	60.4
Existing With Project										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2260	2460	24600	69.0	66.9	65.4	70.2	68.1	66.6
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	4706	5009	50085	72.1	69.9	68.5	73.3	71.2	69.7
Olympic Blvd. between Century Park West & Century Park East	35	1676	1797	17973	67.6	65.5	64.1	68.8	66.7	65.3
Olympic Blvd. between Century Park East & Spalding Dr.	35	278	389	3885	61.0	58.8	57.4	62.2	60.1	58.6
Olympic Blvd. e/o Spalding Dr.	35	588	359	5880	62.8	60.6	59.2	64.0	61.9	60.4
Future With Project										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	35	2465	2710	27095	69.4	67.3	65.9	70.6	68.5	67.1
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	35	5241	5626	56260	72.6	70.5	69.0	73.8	71.7	70.2
Olympic Blvd. between Century Park West & Century Park East	35	1865	2009	20093	68.1	66.0	64.6	69.3	67.2	65.8
Olympic Blvd. between Century Park East & Spalding Dr.	35	355	505	5050	62.1	60.0	58.6	63.3	61.2	59.8
Olympic Blvd. e/o Spalding Dr.	35	807	511	8070	64.2	62.0	60.6	65.4	63.2	61.8

CNEL

Summary	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Olympic Blvd. between Prosser Ave. & Beverly Glen Blvd.	0.4	0.4	0.4	0.4
Olympic Blvd. between Beverly Glen Blvd. & Century Park West	0.5	0.5	0.5	0.5
Olympic Blvd. between Century Park West & Century Park East	0.5	0.5	0.5	0.5
Olympic Blvd. between Century Park East & Spalding Dr.	1.1	1.1	1.1	1.1
Olympic Blvd. e/o Spalding Dr.	1.3	1.4	1.4	1.4

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	243	267	2670	60.2	57.2	55.5	61.4	58.4	56.7
Prosser Ave. s/o Olympic Blvd.	30	226	261	2610	60.1	57.1	55.4	61.3	58.3	56.6
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2104	2849	28490	70.4	67.9	66.4	71.6	69.2	67.6
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1311	1811	18110	68.4	66.0	64.4	69.6	67.2	65.6
Beverly Glen Blvd. s/o Olympic Blvd.	35	946	1254	12540	66.8	64.4	62.8	68.0	65.6	64.0
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	243	267	2670	60.2	57.2	55.5	61.4	58.4	56.7
Prosser Ave. s/o Olympic Blvd.	30	227	262	2620	60.1	57.1	55.4	61.3	58.3	56.6
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2104	2849	28490	70.4	67.9	66.4	71.6	69.2	67.6
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1312	1812	18120	68.4	66.0	64.4	69.6	67.2	65.6
Beverly Glen Blvd. s/o Olympic Blvd.	35	949	1257	12570	66.8	64.4	62.8	68.0	65.6	64.0
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Prosser Ave. n/o Olympic Blvd.	30	257	281	2810	60.4	57.4	55.7	61.6	58.6	56.9
Prosser Ave. s/o Olympic Blvd.	30	241	276	2760	60.3	57.4	55.6	61.5	58.6	56.8
Beverly Glen Blvd. n/o Santa Monica Blvd.	35	2227	3079	30790	70.7	68.3	66.7	71.9	69.5	67.9
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	35	1389	1981	19805	68.8	66.4	64.8	70.0	67.6	66.0
Beverly Glen Blvd. s/o Olympic Blvd.	35	1103	1434	14340	67.4	65.0	63.4	68.6	66.2	64.6

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Prosser Ave. n/o Olympic Blvd.	0.2	0.2	0.2	0.2
Prosser Ave. s/o Olympic Blvd.	0.3	0.3	0.2	0.2
Beverly Glen Blvd. n/o Santa Monica Blvd.	0.3	0.3	0.3	0.3
Beverly Glen Blvd. between Santa Monica Blvd. & Olympic Blvd.	0.4	0.4	0.4	0.4
Beverly Glen Blvd. s/o Olympic Blvd.	0.6	0.6	0.6	0.6

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	676	829	8290	66.7	63.4	61.6	67.9	64.7	62.8
Century Park West between Constellation Ave. & Olympic Blvd.	35	737	1066	10660	67.8	64.5	62.7	69.0	65.7	63.9
Century Park East between Olympic Blvd. & Pico Blvd.	35	1391	1217	13910	68.0	65.3	63.6	69.3	66.5	64.8
Spalding Drive n/o Olympic Blvd.	30	810	768	8100	65.0	62.0	60.3	66.2	63.2	61.5
Spalding Drive s/o Olympic Blvd.	30	246	232	2460	59.8	56.9	55.1	61.0	58.1	56.3
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	680	835	8350	66.7	63.5	61.6	67.9	64.7	62.9
Century Park West between Constellation Ave. & Olympic Blvd.	35	740	1070	10700	67.8	64.5	62.7	69.0	65.8	63.9
Century Park East between Olympic Blvd. & Pico Blvd.	35	1397	1224	13965	68.1	65.3	63.6	69.3	66.5	64.8
Spalding Drive n/o Olympic Blvd.	30	831	780	8310	65.1	62.1	60.4	66.3	63.4	61.6
Spalding Drive s/o Olympic Blvd.	30	246	232	2460	59.8	56.9	55.1	61.0	58.1	56.3
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Century Park West between Santa Monica Blvd. & Constellation A	35	750	1033	10325	67.6	64.4	62.6	68.8	65.6	63.8
Century Park West between Constellation Ave. & Olympic Blvd.	35	815	1293	12930	68.6	65.4	63.5	69.8	66.6	64.8
Century Park East between Olympic Blvd. & Pico Blvd.	35	1469	1291	14690	68.3	65.5	63.8	69.5	66.7	65.0
Spalding Drive n/o Olympic Blvd.	30	907	906	9070	65.5	62.5	60.8	66.7	63.7	62.0
Spalding Drive s/o Olympic Blvd.	30	268	265	2680	60.2	57.2	55.5	61.4	58.4	56.7

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Century Park West between Santa Monica Blvd. & Constellation A	0.9	0.9	0.9	0.9
Century Park West between Constellation Ave. & Olympic Blvd.	0.8	0.9	0.8	0.8
Century Park East between Olympic Blvd. & Pico Blvd.	0.2	0.2	0.2	0.2
Spalding Drive n/o Olympic Blvd.	0.3	0.5	0.4	0.5
Spalding Drive s/o Olympic Blvd.	0.3	0.3	0.4	0.4

Vehicle Type	% of ADT			Sub total
	Day	Even	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%



**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	1939	1936	19385	70.9	68.1	66.4	72.1	69.3	67.6
Avenue of the Stars between Constellation & Olympic Blvd.	40	2243	2152	22430	71.5	68.7	67.0	72.7	69.9	68.2
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	490	421	4900	64.8	60.7	58.7	66.0	61.9	59.9
Moreno Dr. s/o Durant Dr.	30	636	349	6360	65.9	61.9	59.8	67.2	63.1	61.0
Durant Dr. e/o Moreno Ave.	30	509	223	5090	63.0	60.0	58.3	64.2	61.2	59.5
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	1948	1957	19565	70.9	68.1	66.4	72.1	69.3	67.6
Avenue of the Stars between Constellation & Olympic Blvd.	40	2249	2163	22490	71.5	68.7	67.0	72.7	69.9	68.3
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	522	438	5220	65.1	61.0	58.9	66.3	62.2	60.2
Moreno Dr. s/o Durant Dr.	30	657	360	6570	66.1	62.0	59.9	67.3	63.2	61.2
Durant Dr. e/o Moreno Ave.	30	520	229	5200	63.1	60.1	58.4	64.3	61.3	59.6
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Avenue of the Stars between Santa Monica & Constellation Blvd.	40	2595	2689	26890	72.3	69.5	67.8	73.5	70.7	69.0
Avenue of the Stars between Constellation & Olympic Blvd.	40	2885	2843	28850	72.6	69.8	68.1	73.8	71.0	69.3
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	30	551	487	5510	65.3	61.2	59.2	66.5	62.5	60.4
Moreno Dr. s/o Durant Dr.	30	696	424	6960	66.3	62.3	60.2	67.5	63.5	61.4
Durant Dr. e/o Moreno Ave.	30	546	242	5460	63.3	60.3	58.6	64.5	61.5	59.8

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Avenue of the Stars between Santa Monica & Constellation Blvd.	1.4	1.4	1.4	1.4
Avenue of the Stars between Constellation & Olympic Blvd.	1.1	1.1	1.1	1.1
Moreno Dr. between Santa Monica Blvd. & Durant Dr.	0.3	0.6	0.2	0.5
Moreno Dr. s/o Durant Dr.	0.3	0.4	0.2	0.3
Durant Dr. e/o Moreno Ave.	0.2	0.3	0.2	0.3

Vehicle Type	% of ADT			Sub total
	Day	Even	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	306	613	6130	62.2	59.2	57.5	63.4	60.4	58.7
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	309	528	5280	61.5	58.6	56.8	62.8	59.8	58.0
Roxbury Drive n/o Olympic Blvd.	25	487	398	4870	61.2	58.2	56.5	62.4	59.4	57.7
Roxbury Drive s/o Olympic Blvd.	25	525	513	5250	61.5	58.5	56.8	62.7	59.8	58.0
Bedford Drive n/o Santa Monica Blvd.	25	600	332	6000	62.1	59.1	57.4	63.3	60.3	58.6
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	306	613	6130	62.2	59.2	57.5	63.4	60.4	58.7
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	309	528	5280	61.5	58.6	56.8	62.8	59.8	58.0
Roxbury Drive n/o Olympic Blvd.	25	487	398	4870	61.2	58.2	56.5	62.4	59.4	57.7
Roxbury Drive s/o Olympic Blvd.	25	525	513	5250	61.5	58.5	56.8	62.7	59.8	58.0
Bedford Drive n/o Santa Monica Blvd.	25	601	337	6010	62.1	59.1	57.4	63.3	60.3	58.6
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Roxbury Drive n/o Santa Monica Blvd.	25	322	644	6440	62.4	59.4	57.7	63.6	60.6	58.9
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	25	326	553	5530	61.7	58.8	57.0	63.0	60.0	58.2
Roxbury Drive n/o Olympic Blvd.	25	511	417	5110	61.4	58.4	56.7	62.6	59.6	57.9
Roxbury Drive s/o Olympic Blvd.	25	551	536	5510	61.7	58.8	57.0	62.9	60.0	58.2
Bedford Drive n/o Santa Monica Blvd.	25	631	354	6310	62.3	59.3	57.6	63.5	60.6	58.8

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Roxbury Drive n/o Santa Monica Blvd.	0.2	0.2	0.2	0.2
Roxbury Drive/Brighton Way s/o Wilshire Blvd.	0.2	0.2	0.2	0.2
Roxbury Drive n/o Olympic Blvd.	0.2	0.2	0.2	0.2
Roxbury Drive s/o Olympic Blvd.	0.2	0.2	0.2	0.2
Bedford Drive n/o Santa Monica Blvd.	0.3	0.3	0.2	0.2

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	4236	4342	43420	71.2	69.1	67.8	72.4	70.4	69.0
Santa Monica Boulevard between Century Park West and Century	35	4034	4302	43020	70.6	68.8	67.5	71.8	70.0	68.7
Santa Monica Boulevard between Century Park East and Moreno	35	3528	4183	41830	71.0	69.0	67.6	72.2	70.2	68.8
South Santa Monica Boulevard between Moreno Dr. and Wilshire	35	3328	3037	33280	70.0	68.0	66.6	71.2	69.2	67.8
Wilshire Boulevard n/o Santa Monica Blvd.	35	3944	3661	39440	72.6	69.8	68.1	73.8	71.0	69.3
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	4262	4360	43600	71.2	69.2	67.8	72.4	70.4	69.0
Santa Monica Boulevard between Century Park West and Century	35	4072	4338	43375	70.7	68.8	67.5	71.9	70.0	68.7
Santa Monica Boulevard between Century Park East and Moreno	35	3595	4702	47020	71.5	69.5	68.1	72.7	70.7	69.3
South Santa Monica Boulevard between Moreno Dr. and Wilshire	35	3345	2439	33445	70.0	68.0	66.6	71.2	69.2	67.8
Wilshire Boulevard n/o Santa Monica Blvd.	35	3944	2272	39440	72.6	69.8	68.1	73.8	71.0	69.3
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard w/o Century Park West	35	5010	5446	54460	72.2	70.1	68.8	73.4	71.3	70.0
Santa Monica Boulevard between Century Park West and Century	35	4766	5310	53100	71.5	69.7	68.4	72.8	70.9	69.6
Santa Monica Boulevard between Century Park East and Moreno	35	4071	4988	49880	71.8	69.7	68.4	73.0	71.0	69.6
South Santa Monica Boulevard between Moreno Dr. and Wilshire	35	3816	3687	38160	70.6	68.6	67.2	71.8	69.8	68.4
Wilshire Boulevard n/o Santa Monica Blvd.	35	4651	4668	46680	73.3	70.5	68.8	74.5	71.7	70.0

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Santa Monica Boulevard w/o Century Park West	0.9	0.9	1.0	1.0
Santa Monica Boulevard between Century Park West and Century	0.9	0.9	0.9	1.0
Santa Monica Boulevard between Century Park East and Moreno	0.3	0.8	0.3	0.8
South Santa Monica Boulevard between Moreno Dr. and Wilshire	0.6	0.6	0.6	0.6
Wilshire Boulevard n/o Santa Monica Blvd.	0.7	0.7	0.7	0.7

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	2930	2832	29300	72.2	68.9	67.1	73.4	70.1	68.3
Santa Monica Boulevard e/o Beverly Dr.	35	2790	2899	28990	71.6	68.6	66.9	72.8	69.9	68.1
South Santa Monica Boulevard between Century Park East and M	35	3528	4183	41830	75.2	71.1	69.0	76.4	72.3	70.3
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	2936	2839	29360	72.2	68.9	67.1	73.4	70.1	68.3
Santa Monica Boulevard e/o Beverly Dr.	35	2796	2907	29070	71.6	68.7	66.9	72.9	69.9	68.1
South Santa Monica Boulevard between Century Park East and M	35	3595	4255	42550	75.3	71.2	69.1	76.5	72.4	70.3
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	35	3413	3526	35260	73.0	69.7	67.9	74.2	70.9	69.1
Santa Monica Boulevard e/o Beverly Dr.	35	3439	3904	39040	72.9	69.9	68.2	74.1	71.2	69.4
South Santa Monica Boulevard between Century Park East and M	35	4071	4988	49880	75.9	71.9	69.8	77.2	73.1	71.0
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Santa Monica Boulevard between Wilshire Blvd. and Beverly Dr.	0.8	0.8	0.8	0.8
Santa Monica Boulevard e/o Beverly Dr.	1.3	1.3	1.2	1.3
South Santa Monica Boulevard between Century Park East and M	0.7	0.8	0.7	0.8
0	-	-	-	-
0	-	-	-	-

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

**Roadway Traffic Noise Calculations**  
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**Project: 10000 Santa Monica**

<b>Existing</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	3913	3539	39130	73.7	71.5	70.1	74.9	72.7	71.3
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	3852	3538	38520	73.6	71.5	70.0	74.8	72.7	71.2
Spalding Drive n/o Moreno Dr.	30	710	403	7100	64.4	61.5	59.7	65.6	62.7	60.9
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Existing With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	3917	3544	39170	73.7	71.5	70.1	74.9	72.7	71.3
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	3856	3543	38560	73.6	71.5	70.0	74.8	72.7	71.3
Spalding Drive n/o Moreno Dr.	30	731	414	7310	64.6	61.6	59.8	65.8	62.8	61.0
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-
<b>Future With Project</b>										
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL		
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Pico Boulevard w/o Beverly Glen Blvd.	45	4357	3890	43570	74.1	72.0	70.6	75.3	73.2	71.8
Pico Boulevard between Beverly Glen Bl and Motor Ave.	45	4297	3919	42965	74.1	71.9	70.5	75.3	73.1	71.7
Spalding Drive n/o Moreno Dr.	30	774	438	7740	64.8	61.8	60.1	66.0	63.0	61.3
0	30			#VALUE!	-	-	-	-	-	-
0	30			#VALUE!	-	-	-	-	-	-

Summary	CNEL			
	25 ft. from ROW		At ROW	
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Roadway/Segment				
Pico Boulevard w/o Beverly Glen Blvd.	0.5	0.5	0.4	0.4
Pico Boulevard between Beverly Glen Bl and Motor Ave.	0.4	0.4	0.5	0.5
Spalding Drive n/o Moreno Dr.	0.2	0.3	0.2	0.4
0	-	-	-	-
0	-	-	-	-

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	78.4%	9.8%	9.8%	98.0%
Medium Truck	0.8%	0.1%	0.1%	1.0%
Heavy Truck	0.8%	0.1%	0.1%	1.0%
	80.0%	10.0%	10.0%	100.0%

APPENDIX H – TRANSPORTATION ANALYSIS REPORT

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APPENDIX H.1 – TRANSPORTATION ANALYSIS REPORT

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# TRANSPORTATION ANALYSIS REPORT 10000 SANTA MONICA BOULEVARD

PREPARED BY:

FEHR  PEERS

201 Santa Monica Blvd., Suite 500  
Santa Monica, CA 90401  
p (310) 458-9916  
f (310) 394-7763

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## 1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed 10000 Santa Monica Boulevard project (Project), a development containing 283 residential units. The Project is to be built at 10000 Santa Monica Boulevard at the southwest corner of South Santa Monica Boulevard and Moreno Drive on the eastern edge of the Century City area in the City of Los Angeles (Project Site). This study was conducted as part of an environmental impact report (EIR) being prepared for the proposed Project.

### PROJECT DESCRIPTION

The proposed Project is bounded by South Santa Monica Boulevard to the north, Moreno Drive to the east, Beverly Hills High School to the south and the Northrop Plaza buildings to the west. Residential uses in the City of Beverly Hills lie across Moreno Drive to the east. Figure 1 illustrates the location of the proposed Project in relation to the surrounding street system. Regional access to the project site is provided by Interstate 405 (San Diego Freeway) approximately 2.2 miles to the west and Interstate 10 (Santa Monica Freeway) approximately 2.5 miles to the south.

The Project Site, prior to 2006, was occupied by office and restaurant uses, totaling over approximately 130,500 square feet with a separate above-ground parking structure. The site is presently vacant. The proposed Project is designed to redevelop the entire site.

The Project involves the construction of 283 residential condominiums units in a building with up to 39 stories and spanning approximately 460 feet tall. The project would also include a smaller ancillary building that would be directly accessible from the residential building. The ancillary building would be up to nine stories (approximately 90 feet tall) and contain parking and recreation/site amenities for the project residents. The ancillary building is proposed to include a total of 708 parking spaces. As a project option, parking may be accommodated with an automated parking system.

Vehicular access to the project site is proposed to be provided by three driveways. These include: (1) right-turn in/right-turn out driveway along the south side of South Santa Monica Boulevard at the northwest corner of the site; (2) a right-turn exit-only driveway east of the first driveway along South Santa Monica Boulevard; and (3) a full access driveway along the west side of Moreno Drive, midway between South Santa Monica Boulevard and Durant Drive. The Moreno Drive Driveway is proposed to be closed to vehicular access during weekday morning and afternoon peak periods to facilitate traffic access to/from Beverly Hills High School.

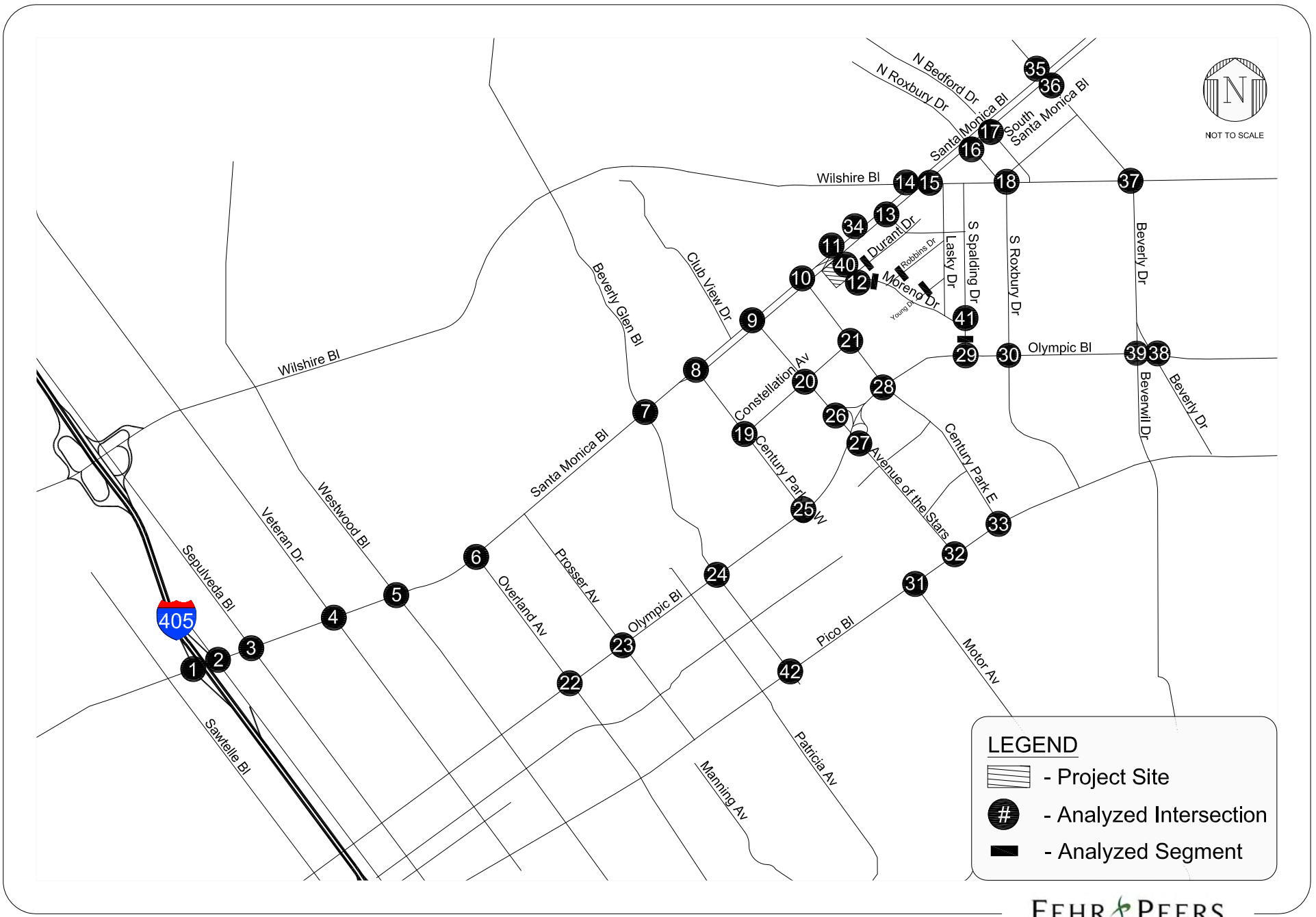
A site plan of the Project Site is presented in Figure 2.

### STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a memorandum of understanding dated March 4, 2011.

#### *Traffic Scenarios*

The study assumes that the Project would be completed by year 2016 and is directed at analyzing the potential project generated traffic impact on local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:



**FIGURE 1**  
**PROJECT LOCATION AND ANALYZED INTERSECTIONS**



NOT TO SCALE

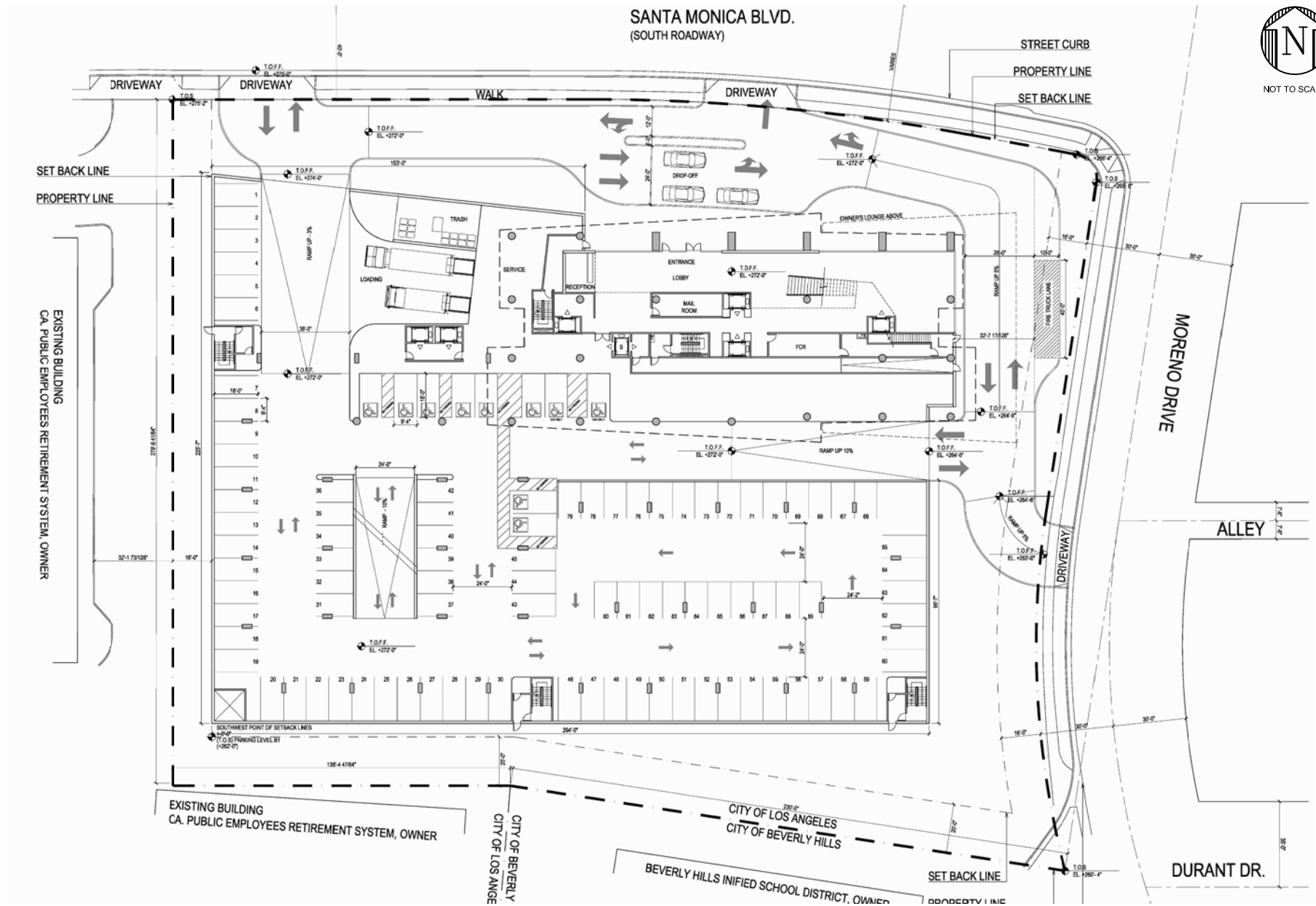


FIGURE 2  
SITE PLAN

- Existing Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the street system serving the Project Site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.
- Existing plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The impacts of the proposed Project on existing traffic operating conditions were then identified.
- Future Base (Year 2016) Conditions – Future traffic projections without the proposed Project were developed for the year 2016. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the Project Site by the year 2016.
- Future (Year 2016) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed Project on future traffic operating conditions were then identified.

### **Study Analysis Locations**

The following 42 intersections, illustrated in Figure 1, were identified, in conjunction with LADOT, to be analyzed as part of the scope of work for this project:

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard
3. Sepulveda Boulevard & Santa Monica Boulevard
4. Veteran Drive & Santa Monica Boulevard
5. Westwood Boulevard & Santa Monica Boulevard
6. Overland Avenue & Santa Monica Boulevard
7. Beverly Glen Boulevard & Santa Monica Boulevard
8. Century Park West & Santa Monica Boulevard
9. Avenue of the Stars & Santa Monica Boulevard
10. Century Park East & Santa Monica Boulevard
11. Moreno Drive & South Santa Monica Boulevard/Santa Monica Boulevard Crossover
12. Moreno Drive & Durant Drive
13. Charleville Boulevard & South Santa Monica Boulevard
14. North Santa Monica Boulevard & Wilshire Boulevard
15. South Santa Monica Boulevard & Wilshire Boulevard
16. Roxbury Drive & South Santa Monica Boulevard
17. North Bedford Drive & South Santa Monica Boulevard
18. South Roxbury Drive & Wilshire Boulevard
19. Century Park West & Constellation Avenue
20. Avenue of the Stars & Constellation Avenue
21. Century Park East & Constellation Avenue
22. Overland Avenue & Olympic Boulevard
23. Prosser Avenue & Olympic Boulevard
24. Beverly Glen Boulevard & Olympic Boulevard
25. Century Park West & Olympic Boulevard
26. Avenue of the Stars & Olympic Boulevard Westbound Ramp



27. Avenue of the Stars & Olympic Boulevard Eastbound Ramp
28. Century Park East & Olympic Boulevard
29. South Spalding Drive & Olympic Boulevard
30. South Roxbury Drive & Olympic Boulevard
31. Motor Avenue & Pico Boulevard
32. Avenue of the Stars & Pico Boulevard
33. Century Park East & Pico Boulevard
34. Merv Griffin Way & Santa Monica Boulevard
35. Beverly Drive & Santa Monica Boulevard
36. Beverly Drive & South Santa Monica Boulevard
37. Beverly Drive & Wilshire Boulevard
38. Beverly Drive & Olympic Boulevard
39. Beverwil Drive & Olympic Boulevard
40. Moreno Drive & Alley Way
41. Moreno Drive & Spalding Drive
42. Beverly Glen Boulevard & Pico Boulevard

In addition to the analyzed intersections, five street segments were analyzed for potential neighborhood impacts as part of this project:

1. Durant Drive east of Moreno Drive
2. Moreno Drive south of Durant Drive
3. South Spalding Drive north of Olympic Boulevard
4. Robbins Drive east of Moreno Drive
5. Young Drive east of Moreno Drive

## **ORGANIZATION OF REPORT**

This report is divided into nine chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of traffic volumes, and an assessment of operating conditions. The methodologies used to develop traffic forecasts for the existing, existing plus project, cumulative base and cumulative plus project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed Project under both existing and future conditions, and Chapter 5 presents an assessment of potential neighborhood impacts as a result of the proposed Project. The results of the regional transportation system analysis are provided in Chapter 6. Chapter 7 provides an assessment of the proposed Project access scheme and an analysis of parking for the Project. Chapter 8 summarizes the construction impact analysis and Chapter 9 contains the study conclusions. Appendices to this report include details of the technical analysis.

## 2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the Project Site, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

### STUDY AREA

The Project Site is within the West Los Angeles Community Plan area of the City of Los Angeles. The Project Site is also within two specific plan areas, the Century City North Specific Plan (CCNSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP). The study area selected for analysis extends to the I-405 freeway to the west, Pico Boulevard to the south, Beverly Drive to the east, and Santa Monica Boulevard to the north. In general, the majority of streets in the study area are under the jurisdiction of the City of Los Angeles. Some of the streets in the study area fall within the City of Beverly Hills' jurisdiction. Freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

### EXISTING STREET SYSTEM

Major arterials serving the study area include Santa Monica, Wilshire, Olympic and Pico Boulevards in the east-west direction and Beverly Drive, Beverly Glen Boulevard and Sepulveda Boulevard in the north-south direction. Regional access to and from the study area is provided by the San Diego Freeway (I-405), about 2.2 miles west of the Project Site, and the Santa Monica Freeway (I-10), about 2.5 miles south of the Project Site. The characteristics of the major arterials serving the study area are listed below.

#### *Freeways*

- **Interstate 405** runs in a north-south direction west of the Project Site and extends from the north San Fernando Valley to Orange County. In the vicinity of the study area, I-405 provides five lanes in each direction plus a southbound high occupancy vehicle, or carpool, lane. Interchanges are provided at Wilshire Boulevard, Santa Monica Boulevard, and Pico Boulevard/Olympic Boulevard in the study area.
- **Interstate 10** runs in an east-west direction and extends from the Pacific Ocean eastward through downtown Los Angeles and beyond. In the vicinity of the study area, the freeway provides four to five lanes in each direction plus auxiliary lanes. Freeway ramps closest to the Project Site are located at Overland Avenue and National Boulevard.

#### *East-West Streets*

- **Santa Monica Boulevard** is a Class II major highway in the study area and runs along the northern boundary of the Project Site. Santa Monica Boulevard east of the Project Site in the City of Beverly Hills is divided into two separate roadways: North Santa Monica Boulevard and South Santa Monica Boulevard. In the study area, each of these streets provides two through lanes in each direction and left-turn channelization at most intersections. Metered parking is present along portions of South Santa Monica Boulevard, while parking is prohibited at all times along North Santa Monica Boulevard. In the City of Los Angeles, Santa Monica Boulevard is a single roadway providing three or four through lanes in each direction. Parking is prohibited along

Santa Monica Boulevard; however, adjacent frontage roads provide metered and otherwise time-restricted curb-side parking.

- **Wilshire Boulevard** is a Class II major highway in the City of Los Angeles and a major arterial in the City of Beverly Hills. It spans from Santa Monica to the west to downtown Los Angeles to the east. In the study area, Wilshire Boulevard provides three through lanes in each direction. Curb-side parking is prohibited on both sides of Wilshire Boulevard in the study area. Left-turn channelization is provided at most intersections.
- **Olympic Boulevard** is a Class II major highway with two to three through lanes in each direction through the study area. Parking is permitted during off-peak periods, however, during peak periods, parking is restricted so that additional through lanes may be provided along Olympic Boulevard, changing the number of through lanes to three to four in each direction in the study area. Left-turn channelization is provided at most intersections.
- **Pico Boulevard** is a Class II major highway with three through lanes in each direction in the study area. Parking is prohibited on both sides of Pico Boulevard in the study area.
- **Constellation Boulevard** is a secondary highway facility that runs between Century Park West and Century Park East in Century City with two through lanes in each direction. In the study area, parking is prohibited on both sides of the street. Left-turn channelization is provided at major intersection.
- **Durant Drive** is a local street in the City of Beverly Hills. This street provides one lane of travel in each direction, and parking is permitted on both sides of the street.

#### **North-South Streets**

- **Sepulveda Boulevard** is a Class II major highway with two lanes in each direction through the study area. Two-hour metered parking is permitted along northbound Sepulveda Boulevard in the study area. Parking is prohibited along southbound Sepulveda Boulevard in the study area. Left-turn channelization is provided at most intersections.
- **Beverly Glen Boulevard** is a Class II major highway with two through lanes in each direction through the study area. Parking is generally permitted on both sides of Beverly Glen Boulevard in the study area. Left-turn channelization is provided at most intersections.
- **Westwood Boulevard** is a Class II major highway north of Santa Monica Boulevard and a secondary highway facility south of Santa Monica Boulevard and provides two lanes in each direction in the study area. Left-turn channelization is present at most intersections. One-hour parking is available on both sides of the street in the study area.
- **Avenue of the Stars** is a Class II major highway that runs from Santa Monica Boulevard to Pico Boulevard with three through lanes in each direction. Parking is prohibited on both sides of Avenue of the Stars, and left-turn channelization is present at major intersections.
- **Beverly Drive** is a Class II major highway north of Pico Boulevard in the City of Los Angeles. In the City of Beverly Hills and in the study area, this facility operates as a major arterial, providing two through lanes in each direction. Time-restricted and metered parking is generally permitted on both sides of Beverly Drive. Left-turn channelization is provided at most intersections.

- **Veteran Avenue** is a secondary highway facility with one through lane in each direction through the study area. Parking is permitted on both sides of the street. Left-turn channelization is provided at most intersections.
- **Overland Avenue** is a secondary highway facility extending south from Santa Monica Boulevard and providing one through lane in each direction. Parking is available on the northbound side of the street but prohibited on the southbound side of the street.
- **Century Park West** is a secondary highway facility from Santa Monica Boulevard to Olympic Boulevard and is classified as a collector facility from Olympic Boulevard to Pico Boulevard, where the street terminates. Century Park West provides two northbound and three southbound through lanes. Parking is prohibited on both sides of the street, and left-turn channelization is present at major intersections.
- **Century Park East** is a secondary highway facility that runs from Santa Monica Boulevard to Pico Boulevard in Century City. Century Park East provides three northbound through lanes and two to three southbound through lanes. Parking is prohibited on both sides of the street, and left-turn channelization is present at major intersections.
- **Beloit Avenue** is a collector facility in the study area. At the intersection of Beloit Avenue & Santa Monica Boulevard, Beloit Avenue shares its facility with the I-405 southbound ramps, providing four southbound lanes. Parking is prohibited adjacent to the I-405 ramps, although it is provided elsewhere along Beloit Avenue.
- **Cotner Avenue** is a collector facility in the study area. At the intersection of Cotner Avenue & Santa Monica Boulevard, Cotner Avenue shares its facility with the I-405 northbound ramps, providing four northbound lanes at that intersection. Parking is prohibited adjacent to the I-405 ramps, although it is provided elsewhere along Cotner Avenue.
- **Beverwil Drive** is a collector facility in the study area. Beverwil Drive provides two through lanes in each direction in the study area. Time-restricted parking is generally permitted on both sides of Beverwil Drive south of Olympic Boulevard. Left-turn channelization is provided at most intersections where left-turn movements are permitted.
- **Motor Avenue** is a collector facility in the study area, extending south from Pico Boulevard and providing one through lane in each direction. Parking is generally permitted on both sides of Motor Avenue, and left-turn channelization is provided at major intersections in the study area.
- **Moreno Drive** is a local facility that runs along the eastern boundary of the Project Site. This facility provides one through lane in each direction. Parking is generally permitted on both sides of Moreno Drive south of the Project Site.
- **Spalding Drive** is a local facility in the City of Beverly Hills. This facility provides one through lane in each direction. Parking is generally permitted on both sides of Spalding Drive.
- **Roxbury Drive** is a collector facility in the City of Los Angeles. In the City of Beverly Hills and in the study area, Roxbury Drive is generally a one-way facility providing three to four lanes of northbound travel between Wilshire Boulevard and North Santa Monica Boulevard. North of North Santa Monica Boulevard and south of Wilshire Boulevard, Roxbury Drive is a two-way facility providing one lane of through travel in each direction. Limited one-hour or permit parking is generally permitted on both sides of Roxbury Drive.

- **Bedford Drive** is a local street in the City of Los Angeles. In the City of Beverly Hills, and in the study area, Bedford Drive is generally a one-way facility providing three to four lanes of southbound travel between North Santa Monica Boulevard and Wilshire Boulevard. North of North Santa Monica Boulevard and south of Wilshire Boulevard, Bedford Drive operates as a two-way facility providing one lane of through travel in each direction. One hour parking is generally permitted along Bedford Drive in the study area.

Table 1 provides a summary of the features of the major arterials in the study area. Lane configurations of the study intersections are illustrated in Appendix A.

### **Local and Express Bus Lines**

Figure 3 shows the various transit lines providing service in the project area.

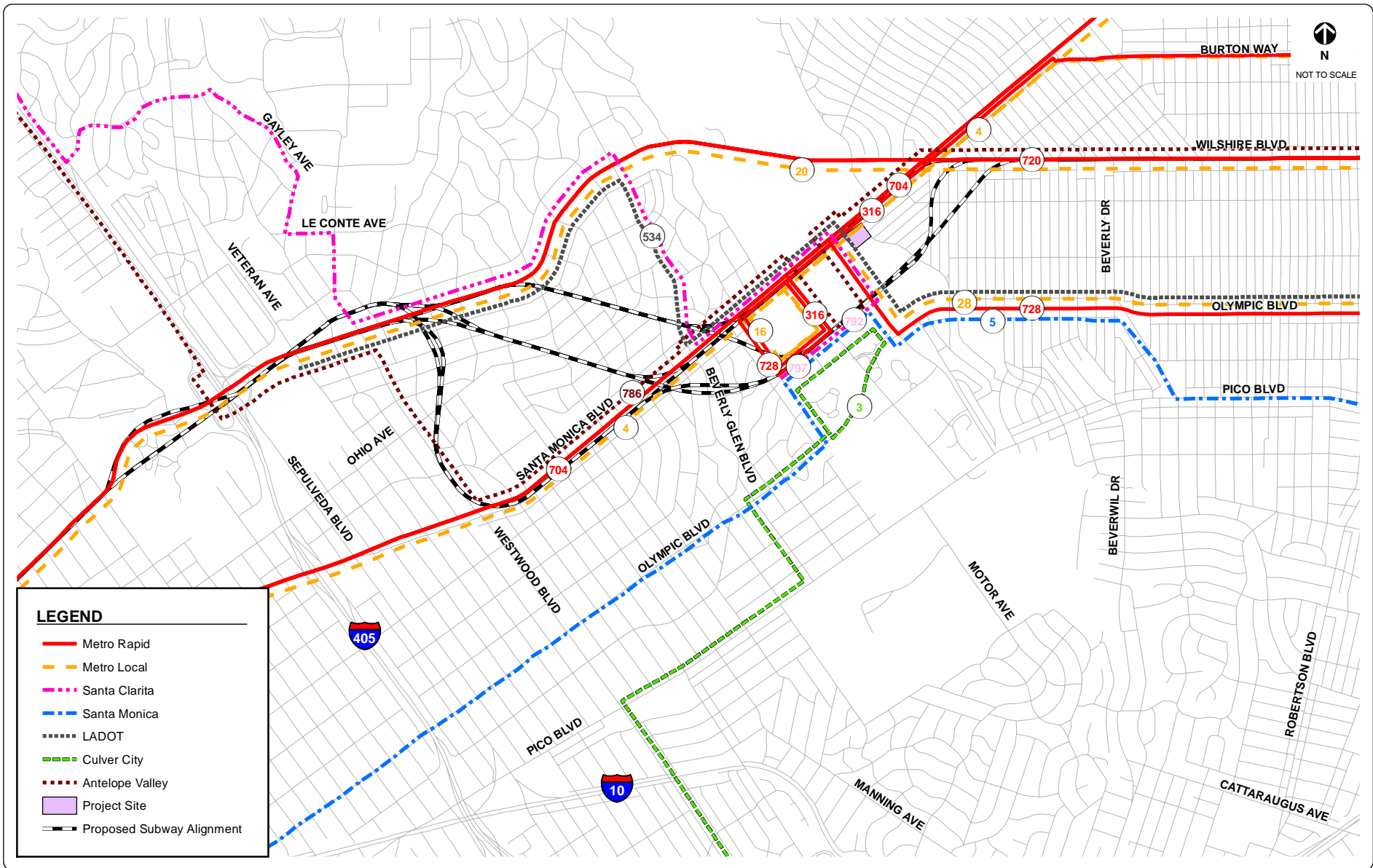
- Metro Line 4/704 – Line 4 provides local service between the City of Santa Monica and downtown Los Angeles. This line runs along the northern edge of the Project Site on Santa Monica Boulevard and has stops in West Los Angeles, West Hollywood and Echo Park. Line 704 follows the same route as Line 4 but with limited stops. Each line has average headways of 11 minutes during the weekday AM and PM peak periods.
- Metro Line 16/316 – Line 16 provides local service between Century City and downtown Los Angeles, operating principally along 3<sup>rd</sup> Street. Line 316 follows the same route as Line 16, with fewer stops in order to provide express bus service. These routes provide stops at Cedars-Sinai Hospital, Hancock Park and Westlake. These lines provide combined headways of approximately 15 minutes during the AM and PM peak periods. In the study area, these lines travel on Santa Monica Boulevard past the Project Site, terminating at the Century City transit center on Constellation Boulevard.
- Metro Line 20/720 – Line 20 is an east/west local service line that provides service from the City of Santa Monica to downtown Los Angeles with stops in West Los Angeles, Westwood, and Beverly Hills. Line 20 follows the same route as the Rapid 720 and Express-Rapid 920, following Wilshire Boulevard in the study area. Both Lines 20 and 720 have average headways of seven minutes in the AM and 10 minutes in the PM peak periods.
- Metro Line 28/728 – Line 28 provides local service between Century City and downtown Los Angeles. In the study area, Line 28 operates along Olympic Boulevard and provides 20 to 25 minute headways during the AM and PM peak hours. Line 728 follows the same route but with limited stops and average headways of approximately 12 minutes during the AM and PM peak hours. In Century City, these lines travel along Century Park East, Santa Monica Boulevard, Century Park West, and Constellation Avenue.
- AVTA Line 786 – Line 786 provides peak period commuter service between the cities of Lancaster and Palmdale and Century City. During the AM peak period, two buses arrive in Century City and during the PM peak period, two buses return to Lancaster and Palmdale.

**TABLE 1  
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANE		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/WB	SB/EB		NB/WB	SB/EB	
Beloit Av	Ohio Av	Missouri Av	0	4	N/A	NSAT	NSAT	
Cotner Av	Ohio Av	Missouri Av	4	0	N/A	NSAT	NSAT	
Sepulveda Bl	Missouri Av	Massachusetts Av	1	1	DY	PA 2 HR (M) 8a-6p	NSAT	
Veteran Dr	Massachusetts Av	Santa Monica Bl	1	1	SDY	PA	PA	
	Santa Monica Bl	Missouri Av	1	1	DY	PA	NSAT	
Westwood Bl	Olympic Bl	Santa Monica Bl	1	1	SDY	NS 7a-9a, 4p-7p, PA 1 HR (9a-4p)	PA 1 HR (M) 8a-6p	30
	Santa Monica Bl	Massachusetts Av	2 (1)	2	2LT	2 HR (M) 8a-6p	2 HR (M) 8a-6p	35
Overland Av	Santa Monica Bl	Tennessee	1	1	2LT	NSAT	NSAT	25
Prosser Av	Tennessee Av	Mississippi Av	1	1	UD	PA	PA	25
Beverly Glen	Eastbourne Av	Santa Monica Bl	2	2	2LT	NSAT	NSAT	35
	Santa Monica Bl	La Grange Av	2	2	DY	PA	NSAT	
	La Grange Av	Olympic Bl	2	2	DY	PA	PA	35
	Olympic Bl	Keswick Av	2	2	DY	PA	PA	35
Century Park East	Santa Monica Bl	Constellation Bl	3	3	2LT	NSAT	NSAT	
	Constellation Bl	Pico Bl	3	2	2LT	NSAT	NSAT	35
Motor Av	Pico Bl	Monte Mar Dr	1	1	DY	PA	PA 2 HR 8a-6p	30
Ave of the Stars	Santa Monica Bl	Pico Bl	3	3	RM	NSAT	NSAT	
Century Park West	Santa Monica Bl	Olympic Bl	2	3	2LT	NSAT	NSAT	35
Merv Griffin Dr (Private)	Santa Monica Bl (N)	Wilshire Bl	2	2	DY	NPAT	NPAT	
Moreno Dr	Santa Monica Bl	Durant Dr	1	1	DY	NSAT	NSAT	
	Durant Dr	Robbins Dr	1	1	DY	PA 2HR	NSAT	
	Robbins Dr	Spalding Dr	1	1	DY	PA 2 HR 8a-6p	PA 2 HR 8a-6p	25
Spalding Dr	Santa Monica Bl	Charleville Bl	1	1	SDL	NP 8a-6p except Permit	NP 8a-6p except Permit	25
	Charleville Bl	Olympic Bl	1	1	2LT	PA 2 HR 8a-6p	PA 2 HR 8a-6p	25
	Olympic Bl	1 block south of Olympic Bl	1	1	DY	PA 2 HR 8a-6p	PA 2 HR 8a-6p	35
Roxbury Dr	Carmelita Av	Santa Monica Bl (N)	1	3	2LT	NP 8a-5p	NP 8a-5p	
	Santa Monica Bl (N)	Santa Monica Bl (S)	4	0	N/A	NPAT	one way	
	Santa Monica Bl (S)	Wilshire Bl	3	0	N/A	PA 1 HR 8a-6p	PA 1 HR 8a-6p	25
	Wilshire Bl	Olympic Bl	1	1	SDY	NP 8a-6p except Permit	NP 8a-6p except Permit	25
Bedford Dr	Olympic Bl	Beverly Glen Bl	3	1	SDY	4 HR 8a-6p	4 HR 8a-6p	25
	Carmelita Av	Santa Monica Bl (N)	1	1	UD	PA 1 HR 8a-6p	PA 1 HR 8a-6p	
	Santa Monica Bl (N)	Santa Monica Bl (S)	0	4	N/A	NSAT	NSAT	
	Santa Monica Bl (S)	Wilshire Bl	0	3	N/A	PA 1 HR 8a-6p	PA 1 HR 8a-6p	
Beverly Dr	Wilshire Bl	Charleville Bl	1	1	UD	PA with Permit	PA with Permit	
	Carmelita Av	Santa Monica Bl (N)	1	1	DY	PA 2HR 8a-6p	PA 2HR 8a-6p	
	Santa Monica Bl (N)	Santa Monica Bl (S)	2	2	DY	NPAT	NPAT	
	Santa Monica Bl (S)	Dayton Wy	2	2	2LT	PA 1 HR (M) 8a-6p	PA 1 HR (M) 8a-6p	
	Dayton Wy	Wilshire Bl	2	2	DY	NSAT	NSAT	
	Wilshire Bl	Olympic Bl	2	2	DY	PA 1 HR (M) 8a-6p	PA 1 HR (M) 8a-6p	
Wilshire Bl	Olympic Bl	Whitworth Dr	2	2	2LT	PA 1-4 HR (M) 8a-6p	PA 1-4 HR (M) 8a-6p	
	Merv Griffin Dr (Private)	Santa Monica Bl (N)	3	3	2LT/DY	NSAT	NS 7a-7p	30
	Santa Monica Bl (N)	Santa Monica Bl (S)	3	3	RM	NSAT	NSAT	25
	Santa Monica Bl (S)	Canon Dr	3	3	DY	NS 7a-7p	NS 7a-7p	25
Santa Monica Bl (N)	Sawtelle Bl	Cotner Av	3	3	DY	NSAT	NSAT	
	Cotner Av	Sepulveda Bl	3	3	RM	NSAT	NSAT	30
	Sepulveda Bl	Century Park West	3	3	RM	PA on Frontage Rd 2 HR 8a-6p	PA on Frontage Rd 2 HR 8a-6p	35
	Century Park West	Moreno Dr	3	4	RM (Bus)	NSAT	NSAT	
Santa Monica Bl (S)	Moreno Dr	Wilshire Bl	2	2	2LT	NSAT	NSAT	
	Wilshire Bl	Canon Dr	2	2	2LT	NPAT	NPAT	
	Moreno Dr	Wilshire Bl	2	2	DY	PA 2 HR (M) 8a-6p	PA 2 HR (M) 8a-6p	
	Wilshire Bl	Roxbury Dr	2 (1)	2	DY	NS (M-F) 7a-7p	RZ	
	Roxbury Dr	Bedford Dr	2	2	DY	PA 1 HR (M) 8a-6p	NSAT	
	Bedford Dr	Rodeo Dr	2	2	DY	PA 1 HR (M) 8a-6p	PA 1 HR (M) 8a-6p	
Constellation Bl	Rodeo Dr	Canon Dr	2	2	DY	NSAT	NSAT	
	Century Park West	Century Park East	2	2	2LT	NSAT	NSAT	
Durant Dr	Moreno Dr	Charleville Bl	1	1	UD	PA 1 HR 8a-6p	NS 8a-2a except Permit	
Charleville Bl	Spalding Dr	Canon Dr	1	1	SDY	PA 2 HR (M) 8a-6p	PA 2 HR (M) 8a-6p	
Olympic Bl	Westwood Bl	Lauriston Av	3 (2)	3 (2)	2LT	NS (M-F) 3-7	NS (M-F) 7a-7p	35
	Lauriston Av	Avenue of the Stars	3	3	2LT	NSAT	NSAT	35
	Avenue of the Stars	Century Park East	4	3	2LT	NSAT	NSAT	35
	Century Park East	Spalding Dr	4	3	2LT	NS (M-F) 7a-10a, 3p-7p, PA (M) 4 HR 9a-3p	NS (M-F) 7a-10a, 3p-7p / PA (M) 4 HR 9a-3p	35
	Spalding Dr	Roxbury Dr	3 (2)	3 (2)	2LT	NS 7a-10a, 3p-7p	NS (M-F) 7a-10a, 3p-7p / PA (M) 4 HR 9a-3p	35
	Roxbury Dr	Beverly Dr	3 (2)	3 (2)	2LT	NS 7a-10a, 3p-7p	NS (M-F) 7a-9a, 3p-7p	35
	Beverly Dr	Canon Dr	3 (2)	3 (2)	DY	NS (M-F) 7a-10a, 3p-7p, PA (M) 2 HR 10a-3p	NS (M-F) 7a-9p, 3p-7p, PA (M) 2 HR 9a-3p	35
Pico Bl	Kerwood Av	Century Park East	3	3	DY	NS 7a-9a, 4p-6p, PA (M) 1 HR 9a-4p	NS 7a-9p, 4p-6p, PA (M) 1 HR 9a-4p	35
	Century Park East	Roxbury Dr	3	3	DY	NS 7a-9a, 4p-6p, PA (M) 1 HR 9a-4p	NS 7a-9p, 4p-6p, PA (M) 1 HR 9a-4p	35

MEDIAN TYPE: DY=Double Yellow Centerline  
SDY=Single Dashed Yellow Centerline  
2DY=Two Double Yellow Centerlines  
2LT=Dual Left-Turn Centerline  
RM=Raised Median  
UD=Undivided Lane

LANES: # = Number of lanes; 2/3 = Shared/Through/Parking Lane  
(M) = Meter parking  
(Bus) = Bus operates in center median  
PARKING: NSAT = No Stopping Anytime  
NPAT = Red zone - No parking allowed  
PA = Parking Available, no posted restrictions



- Culver CityBus Line 3 – Line 3 provides local service between Century City and Culver City. In the study area, this line has stops along Constellation Avenue and average AM and PM peak period headways of 20 minutes.
- LADOT Commuter Express Line 534 – Line 534 provides express westbound service during the AM peak period and eastbound service during the PM peak period between Westwood and downtown Los Angeles with stops in Century City. Line 534 operates with average headways of 30 minutes during the AM and PM peak periods.
- LADOT Commuter Express Line 573 – Line 573 provides principally southbound express service to Century City during the AM peak period and principally northbound express service to the San Fernando Valley during the PM peak period between the San Fernando Valley and Century City with stops in Westwood. Line 573 operates with average headways of 20 minutes during the AM and PM peak periods.
- Santa Clarita Transit Line 792 – Line 792 provides express service to Valencia during the AM peak period and service to Century City during the PM peak period, with stops in Westwood. Average headways are 30 minutes during the AM and PM peak periods.
- Santa Clarita Transit Line 797 – Line 797 provides express service to Century City during the AM peak period and northbound service to Valencia during the PM peak period, with stops in Westwood. Average headways are 30 minutes during the AM and PM peak periods.
- Santa Monica Big Blue Bus Line 5 – Line 5 provides local service between the City of Santa Monica and the Rimpau Transit Center. In the study area, this line operates along Century Park West, Constellation Boulevard, Century Park East, and Olympic Boulevard. Line 5 provides average headways of 20 minutes during the AM and PM peak periods.

## EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

This section presents existing base peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

### *Existing Base Traffic Volumes*

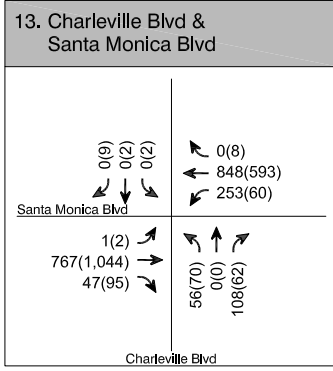
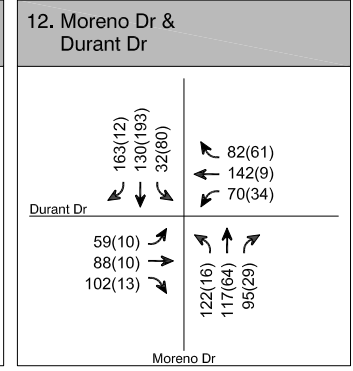
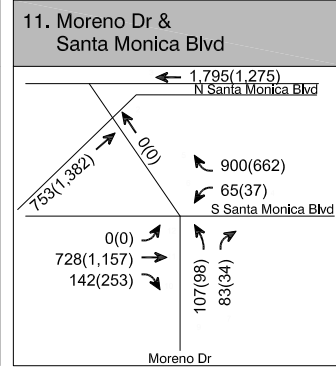
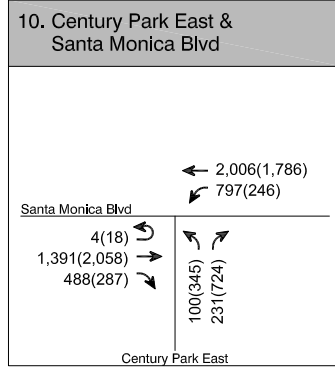
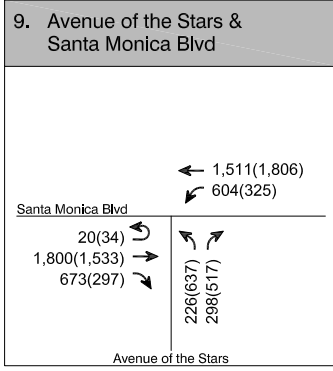
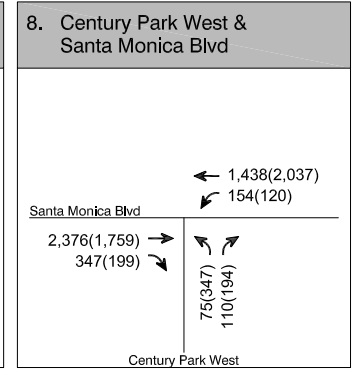
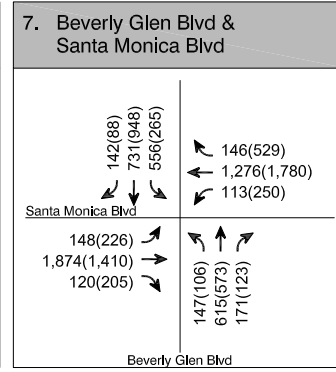
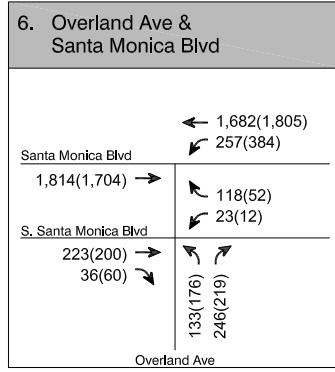
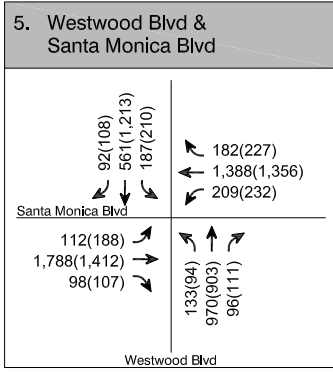
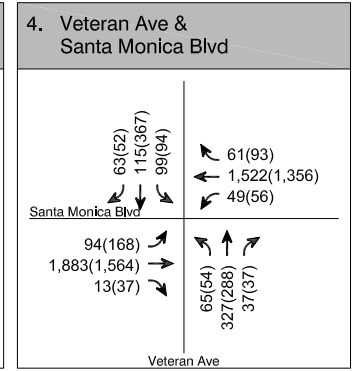
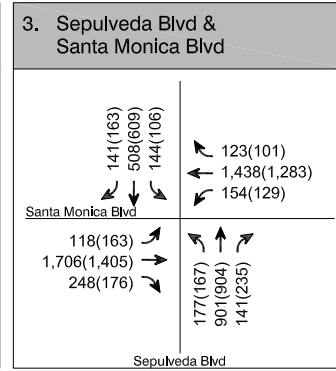
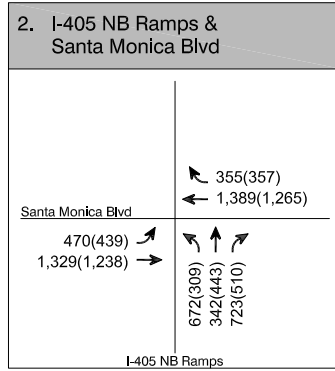
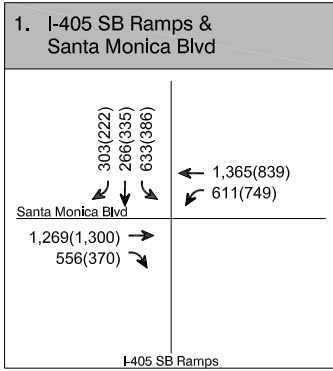
New weekday AM and PM peak hour turning movement counts were collected at the study intersections in November 2010.

New 24-hour machine counts were conducted in November 2010 at the five analyzed street segments:

1. Durant Drive east of Moreno Drive
2. Moreno Drive south of Durant Drive
3. South Spalding Drive north of Olympic Boulevard
4. Robbins Drive east of Moreno Drive
5. Young Drive east of Moreno Drive

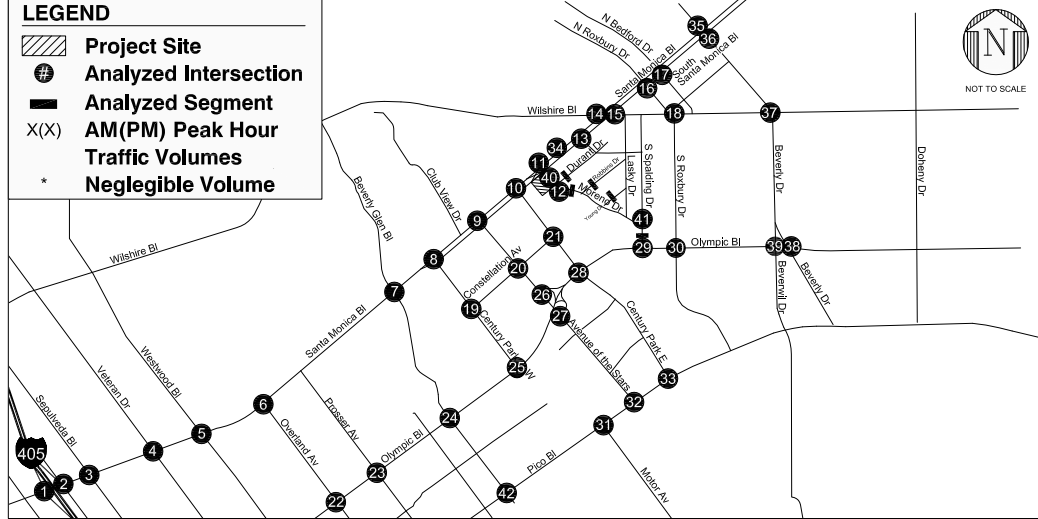
The traffic counts were adjusted with a growth factor of 1% (1% per year for one year) to account for growth in traffic from Year 2010 to Year 2011. Figure 4 illustrates the existing weekday morning and afternoon peak hour volumes at the study intersections. Count sheets from these intersections and street segments are contained in Appendix B.





**LEGEND**

- Project Site
- Analyzed Intersection
- Analyzed Segment
- AM(PM) Peak Hour Traffic Volumes
- Negligible Volume



**FIGURE 4**  
**EXISTING PEAK HOUR TRAFFIC VOLUMES**

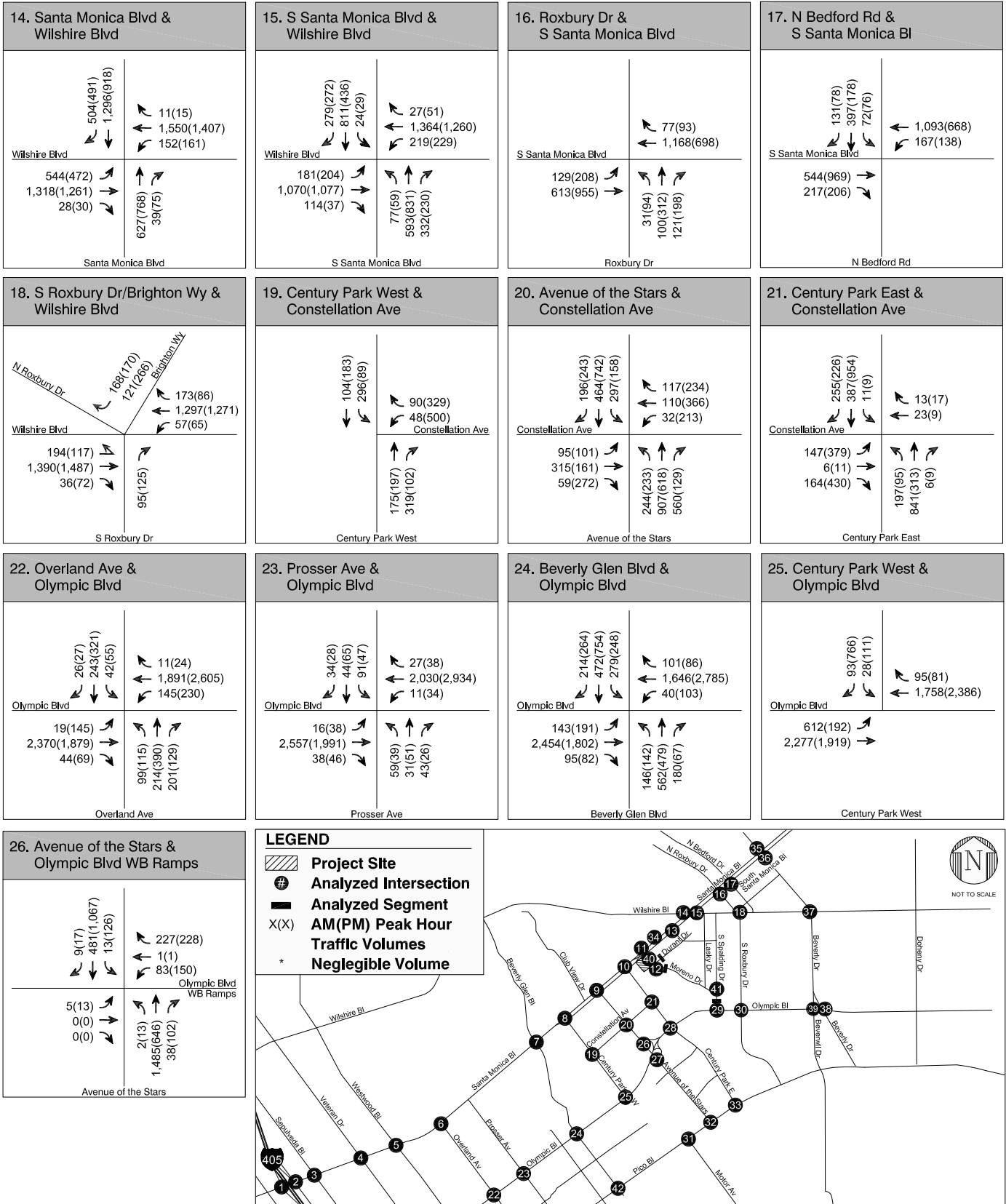
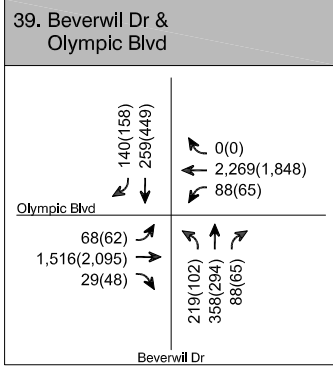
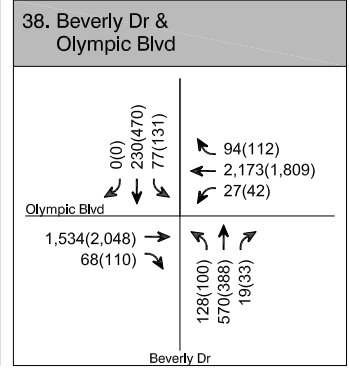
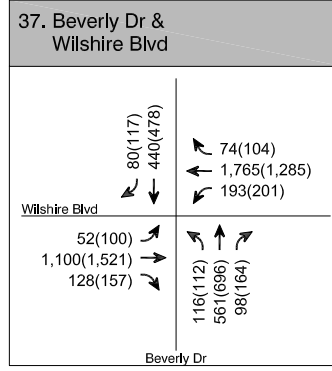
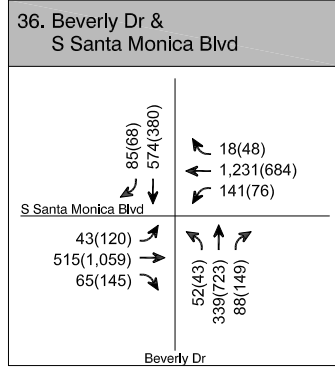
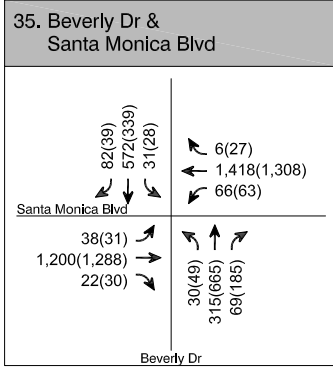
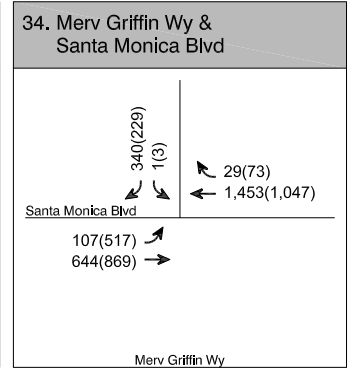
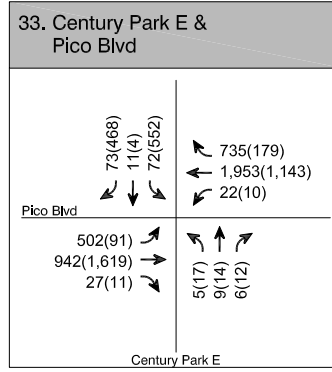
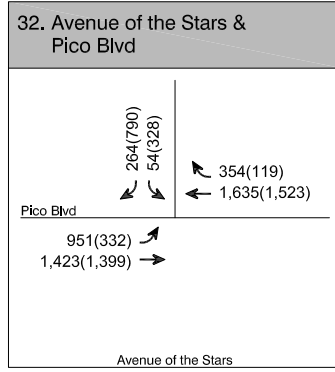
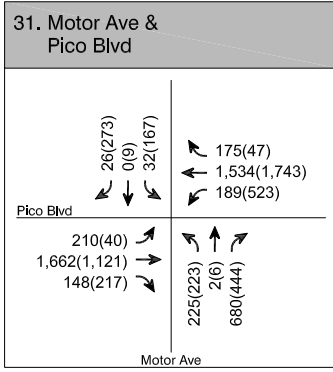
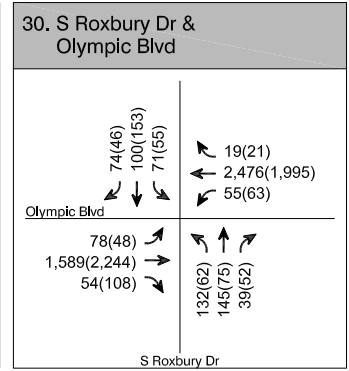
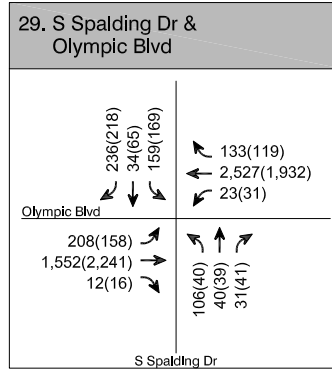
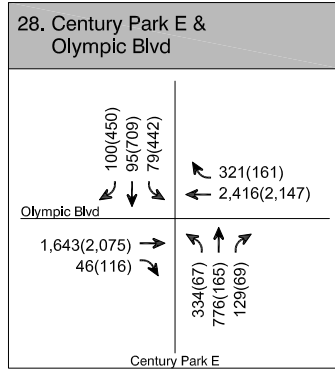
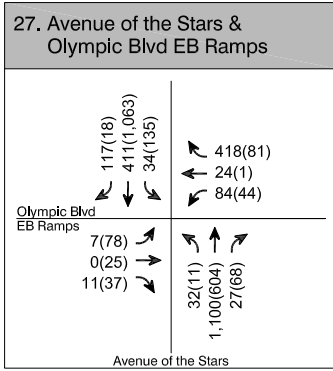


FIGURE 4 (CONT.)  
EXISTING PEAK HOUR TRAFFIC VOLUMES



**LEGEND**

- Project Site
- Analyzed Intersection
- Analyzed Segment
- AM(PM) Peak Hour Traffic Volumes
- Negligible Volume

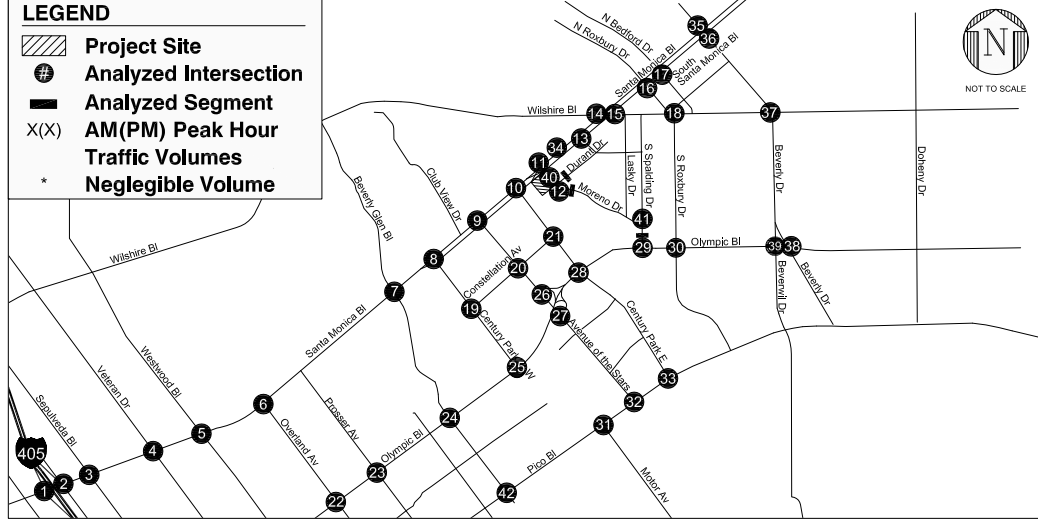


FIGURE 4 (CONT.)  
EXISTING PEAK HOUR TRAFFIC VOLUMES

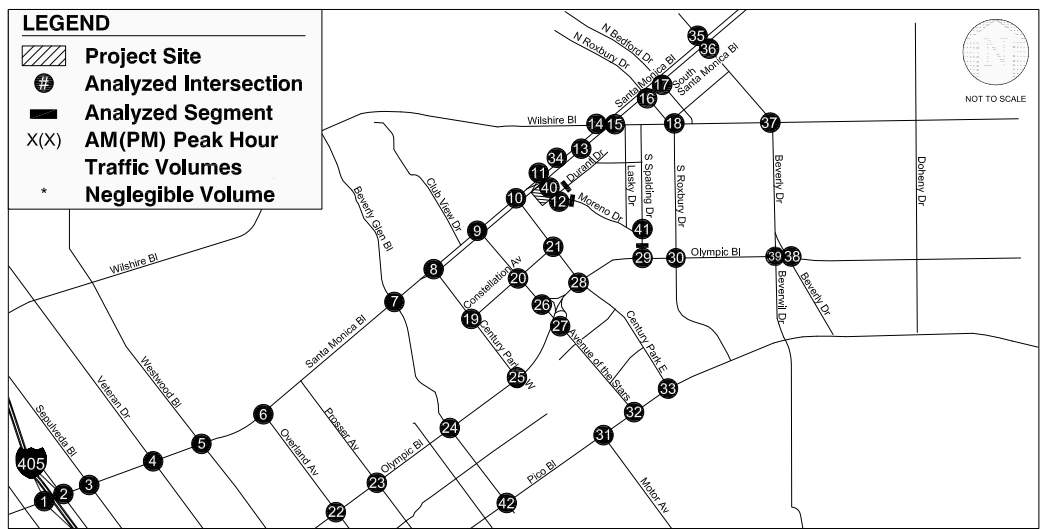
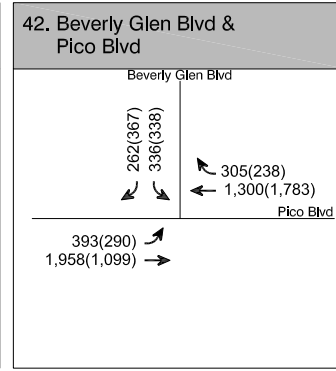
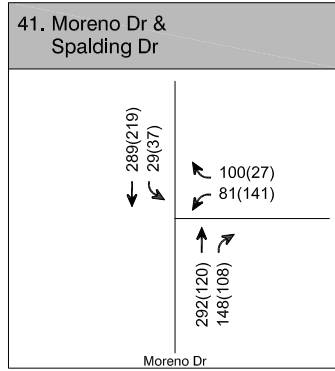
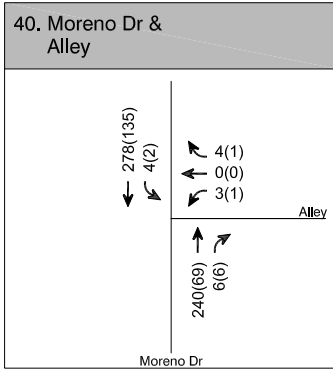


FIGURE 4 (CONT.)  
EXISTING PEAK HOUR TRAFFIC VOLUMES

A variety of standard methodologies are available to analyze LOS. According to Traffic Study Policies and Procedures (LADOT, December 2010), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections. The CMA methodology determines the intersection V/C ratio. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 2. The City of Beverly Hills utilizes a similar but different method of intersection capacity calculation: Intersection Capacity Utilization (ICU). Under both the CMA and ICU methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and an LOS grade. In consultation with LADOT and in accordance with precedent, the governing methodologies for each jurisdiction were utilized for the study of impacts in each separate jurisdiction. LOS worksheets are included in Appendix C.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. Twenty-seven of the 39 signalized study intersections are currently operating under the City's ATSAC system. All but three of those 27 intersections are currently operating under the City's ATCS control. The intersections of South Spalding Drive & Olympic Boulevard, South Roxbury Drive & Olympic Boulevard and Beverly Drive & Olympic Boulevard are in the City of Beverly Hills; however, they are operating with current City of Los Angeles ATSAC improvements along the Olympic Boulevard corridor. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented. A reduction in capacity was assumed for the following four intersections to reflect oversaturated conditions during the evening peak period.

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard
3. Sepulveda Boulevard & Santa Monica Boulevard
4. Veteran Drive & Santa Monica Boulevard

The study intersection of Merv Griffin Way & Santa Monica Boulevard, located in the City of Beverly Hills, is not signalized. In accordance with City of Beverly Hills practice, this intersection was analyzed using the Two-Way Stop methodology from *2000 Highway Capacity Manual* (HCM) (Transportation Research Board, 2000). The HCM methodology determines the average vehicle delay for the stop controlled approach to find the corresponding LOS based on the definitions in Table 3.

### **Existing Levels of Service**

Existing year traffic volumes presented in Figures 4 were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the 42 study intersections.

Table 4 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, 32 of the 42 analyzed intersections operate at LOS D or better during one or both peak periods.

The following 10 intersections operate at LOS E or F during one or both peak periods:

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard

**TABLE 2  
LEVEL OF SERVICE DEFINITIONS  
FOR SIGNALIZED INTERSECTIONS**

Level of Service	Intersection Capacity Utilization	Definition
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	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	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	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	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

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

**TABLE 3**  
**LEVEL OF SERVICE DEFINITIONS FOR**  
**UNSIGNALIZED INTERSECTIONS**

Level of Service	Average Total Delay (seconds/vehicle)
A	$\leq 10.0$
B	$> 10.0$ and $\leq 15.0$
C	$> 15.0$ and $\leq 25.0$
D	$> 25.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 50.0$
F	$> 50.0$

Source: *Highway Capacity Manual, Special Report 209*,  
Transportation Research Board, 2000.

**TABLE 4  
EXISTING (YEAR 2011) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base Year (Year 2011)	
			V/C or Delay	LOS
**1. Beloit Avenue/US-405 SB Ramps Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.867 1.256	D F
**2. Cotner Avenue/US-405 NB Ramps Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.698 0.968	C E
**3. Sepulveda Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.858 0.900	D E
**4. Veteran Drive Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.647 0.873	B D
**5. Westwood Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.940 0.857	E D
**6. Overland Avenue Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.792 0.789	C C
**7. Beverly Glen Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.845 0.809	D D
**8. Century Park West Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.573 0.547	A A
9. Avenue of the Stars Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.735 0.612	C B
*10. Century Park East Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.599 0.618	A B
**11. Moreno Drive South Santa Monica Boulevard	Los Angeles & Beverly Hills	A.M. P.M.	0.801 0.749	D C
12. Moreno Drive Durant Drive	Los Angeles & Beverly Hills	A.M. P.M.	0.539 0.235	A A
13. Charleville Drive Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.548 0.547	A A
14. Wilshire Boulevard North Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	1.046 0.980	F E
15. Wilshire Boulevard South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.910 0.796	E C
16. Roxbury Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.646 0.601	B B
17. Bedford Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.618 0.609	B B
18. Roxbury Drive/Brighton Drive Wilshire Boulevard	Beverly Hills [b]	A.M. P.M.	0.632 0.572	B A
**19. Century Park West Constellation Avenue	Los Angeles	A.M. P.M.	0.341 0.224	A A
**20. Avenue of the Stars Constellation Avenue	Los Angeles	A.M. P.M.	0.552 0.492	A A

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology.



**TABLE 4 (continued)  
EXISTING (YEAR 2011) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base Year (Year 2011)	
			V/C or Delay	LOS
**21. Century Park East Constellation Avenue	Los Angeles	A.M. P.M.	0.269 0.487	A A
**22. Overland Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.888 0.920	D E
**23. Prosser Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.636 0.541	B A
**24. Beverly Glen Boulevard Olympic Boulevard	Los Angeles	A.M. P.M.	0.954 0.939	E E
**25. Century Park West Olympic Boulevard	Los Angeles	A.M. P.M.	0.558 0.754	A C
**26. Avenue of the Stars Olympic Boulevard WB Ramps	Los Angeles	A.M. P.M.	0.366 0.328	A A
**27. Avenue of the Stars Olympic Boulevard EB Ramps	Los Angeles	A.M. P.M.	0.408 0.286	A A
**28. Century Park East Olympic Boulevard	Los Angeles	A.M. P.M.	0.622 0.660	B B
*29. Spalding Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.924 0.737	E C
*30. South Roxbury Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.791 0.722	C C
**31. Motor Avenue Pico Boulevard	Los Angeles	A.M. P.M.	0.703 0.936	C E
**32. Avenue of the Stars Pico Boulevard	Los Angeles	A.M. P.M.	0.633 0.589	B A
**33. Century Park East Pico Boulevard	Los Angeles	A.M. P.M.	0.643 0.619	B B
34. Merv Griffin Way North Santa Monica Boulevard [a]	Beverly Hills [b]	A.M. P.M.	24.1 36.8	C E
35. Beverly Drive North Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.792 0.835	C D
36. Beverly Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.756 0.750	C C
37. Beverly Drive Wilshire Boulevard	Beverly Hills [b]	A.M. P.M.	0.727 0.795	C C
*38. Beverly Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.734 0.720	C D
*39. Beverwil Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.808 0.769	D C
40. Moreno Drive Alley	Beverly Hills [b]	A.M. P.M.	12.9 9.4	B A
41. Moreno Drive Spalding Drive	Beverly Hills [b]	A.M. P.M.	17.3 13.9	C B
**42. Beverly Glen Boulevard Pico Boulevard	Los Angeles	A.M. P.M.	0.681 0.696	B B

Notes:

- \* Intersection is currently operating under ATSAC system.
- \*\* Intersection is currently operating under ATSAC and ATCS systems.

Note: Intersections analyzed using City of Los

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology.

3. Sepulveda Boulevard & Santa Monica Boulevard
5. Westwood Boulevard & Santa Monica Boulevard
14. North Santa Monica Boulevard & Wilshire Boulevard
15. South Santa Monica Boulevard & Wilshire Boulevard
22. Overland Avenue & Olympic Boulevard
24. Beverly Glen Boulevard & Olympic Boulevard
29. Spalding Drive & Olympic Boulevard
31. Motor Avenue & Pico Boulevard
34. Merv Griffin Way & North Santa Monica Boulevard

## **EXISTING BICYCLE AND PEDESTRIAN FACILITIES**

### ***Bicycle Facilities***

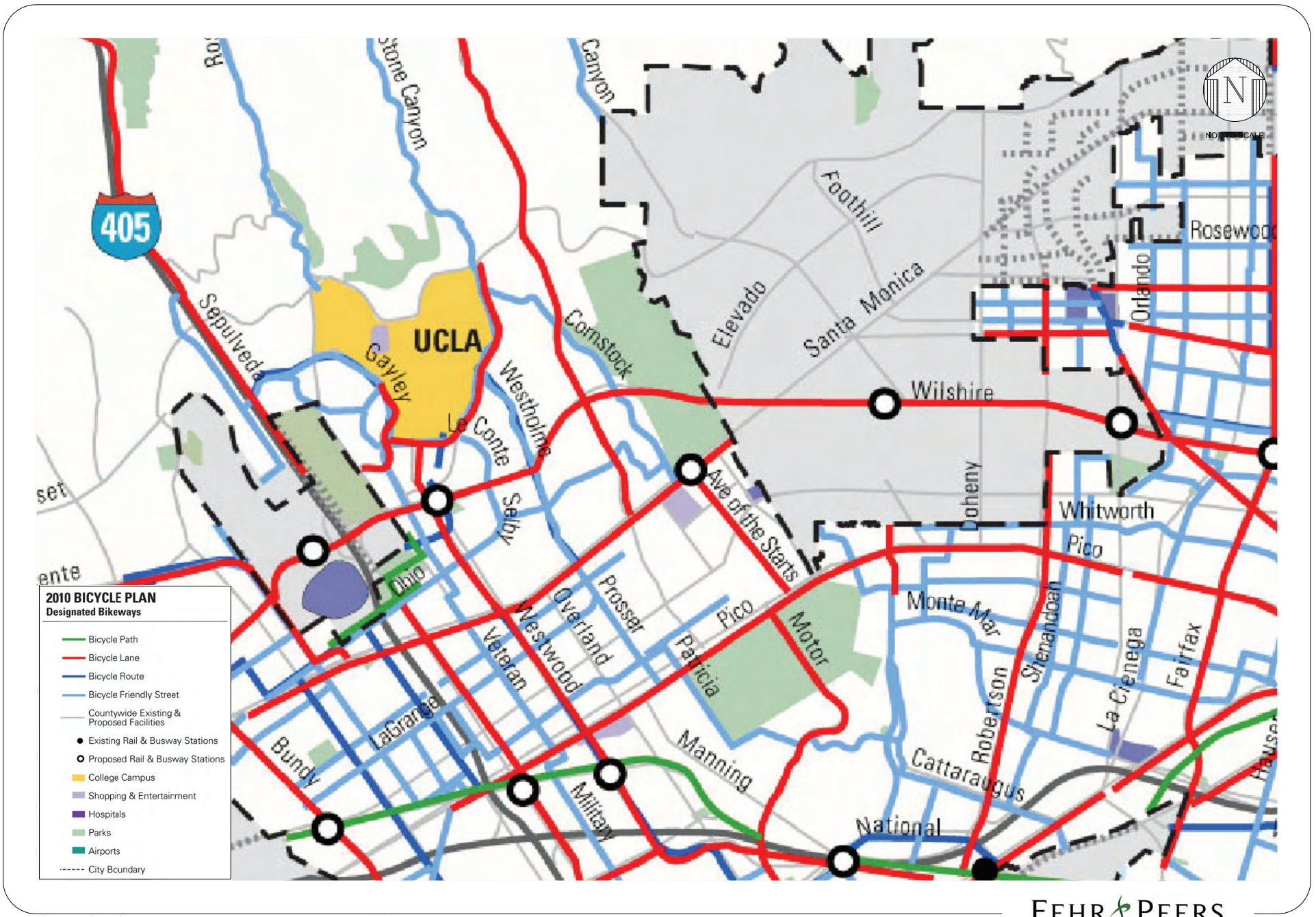
Figure 5 shows city-wide designated bicycle facilities in the Project area. As shown in the figure, a network of bicycle routes and bicycle-friendly streets are designated throughout the project area. These include designated bicycle lanes along the following streets:

- Santa Monica Boulevard
- Wilshire Boulevard
- Avenue of the Stars
- Beverly Glen Boulevard
- Pico Boulevard
- Westwood Boulevard
- Sepulveda Boulevard
- Motor Avenue

### ***Pedestrian Facilities***

The Project area has a mature network of pedestrian facilities around project site including sidewalks, crosswalks and pedestrian safety features. The project site is currently features approximately five feet of sidewalk with a five-foot landscaped strip between the roadway and the walkway on both the northern (Santa Monica Boulevard) and eastern edge (Moreno Drive) of the project site.

The proposed project will enhance the pedestrian environment along the perimeter of the site.



Source: City of Los Angeles Planning Department, December 2010

FEHR PEERS

FIGURE 5  
DESIGNATED BICYCLE FACILITIES WITHIN THE PROJECT AREA

### 3. TRAFFIC PROJECTIONS

#### PROJECT TRAFFIC

The development of trip generation estimates for the proposed Project involves the use of a three-step process similar to that discussed for the cumulative projects: trip generation, trip distribution, and traffic assignment.

##### *Project Trip Generation*

As discussed in Chapter 1, the proposed Project consists of 283 residential units with accompanying amenities and recreational uses. Trip generation rates from *Trip Generation, 8<sup>th</sup> Edition* (Institute of Transportation Engineers [ITE], 2008) were used to estimate the number of trips associated with the Project and are presented in Table 5.

For flexibility, the trip generation analysis used the most conservative (highest) rates for high-rise condominiums. Therefore, ITE trip generation rates for a High-Rise Residential Apartment (ITE Code 222) were used for daily trips and rates for a High-Rise Residential Condominium/Townhouse (ITE Code 232) were used to estimate morning and evening peak hour trips. In order to validate the use of this ITE land use classification for the project, empirical trip generation rates were derived from similar high-rise condominiums in West Los Angeles and then compared to the high-rise residential condominium rates from ITE. The average empirical rate was less than the ITE rate for high-rise condominiums during both the AM and PM peak hours, thus validating the use of ITE rates. A more detailed explanation of this analysis is provided in Appendix D.

As shown in Table 5, the Project would generate an estimated 1,189 daily trips, including 96 trips during the AM peak hour and 108 trips during the PM peak hour.

##### *Project Traffic Distribution*

The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the proposed Project Site, and the locations of employment and commercial centers to which residents of the Project would be drawn. The general distribution pattern for this study was developed in consultation with LADOT. The distribution of Project trips is illustrated in Figures 6A and 6B. Figure 6C illustrates trip distribution at Project driveways.

##### *Project Traffic Assignment*

The traffic to be generated by the proposed Project was assigned to the street network using the distribution pattern described in Figure 6B. Figure 7 illustrates the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on Moreno Drive and Santa Monica Boulevard as well as the right-turn-only nature of the driveways on Santa Monica Boulevard.

#### EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The project traffic estimated under the aforementioned project was added to the existing traffic volumes to estimate existing plus project traffic volumes. Figure 8 shows turning movement traffic volumes for the existing plus project scenario.

**TABLE 5  
PROJECT TRIP GENERATION**

Land Use	Size	Trip Generation Rates [a]								Estimated Trip Generation							
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips			
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total	
<b>Condominium</b>																	
High-Rise Residential Condominium/Townhouse	283 du	222/232	4.20	0.34	19%	81%	0.38	62%	38%	1,189	18	78	96	67	41	108	
Less: Transit Use credit	0%		[b]	[b]			[b,c]			0	0	0	0	0	0	0	
Less: Internal Trips credit	0%									0	0	0	0	0	0	0	
Net External Vehicle Trips										1,189	18	78	96	67	41	108	
<b>TOTAL NET EXTERNAL PROJECT TRIPS</b>										1,189	18	78	96	67	41	108	

Notes:

- a. Source for trip generation rates: *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008, unless otherwise noted.
- b. For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips.
- c. The West LA TIMP does not provide a PM peak hour trip generation rate for high-rise residential such as the proposed project, therefore the ITE trip generation rate was used for such purpose as permitted by the West LA TIMP.

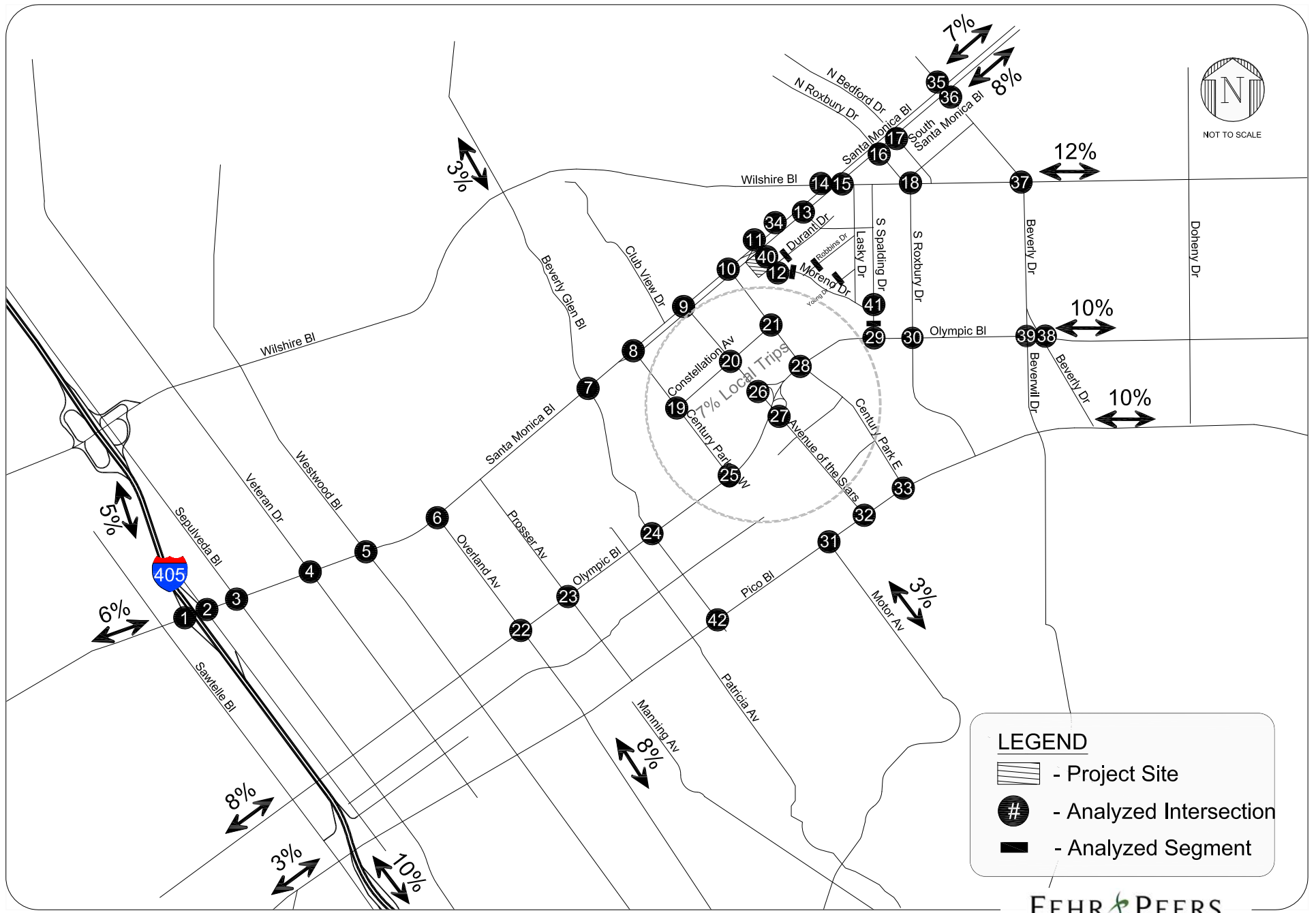


FIGURE 6A  
REGIONAL TRIP DISTRIBUTION

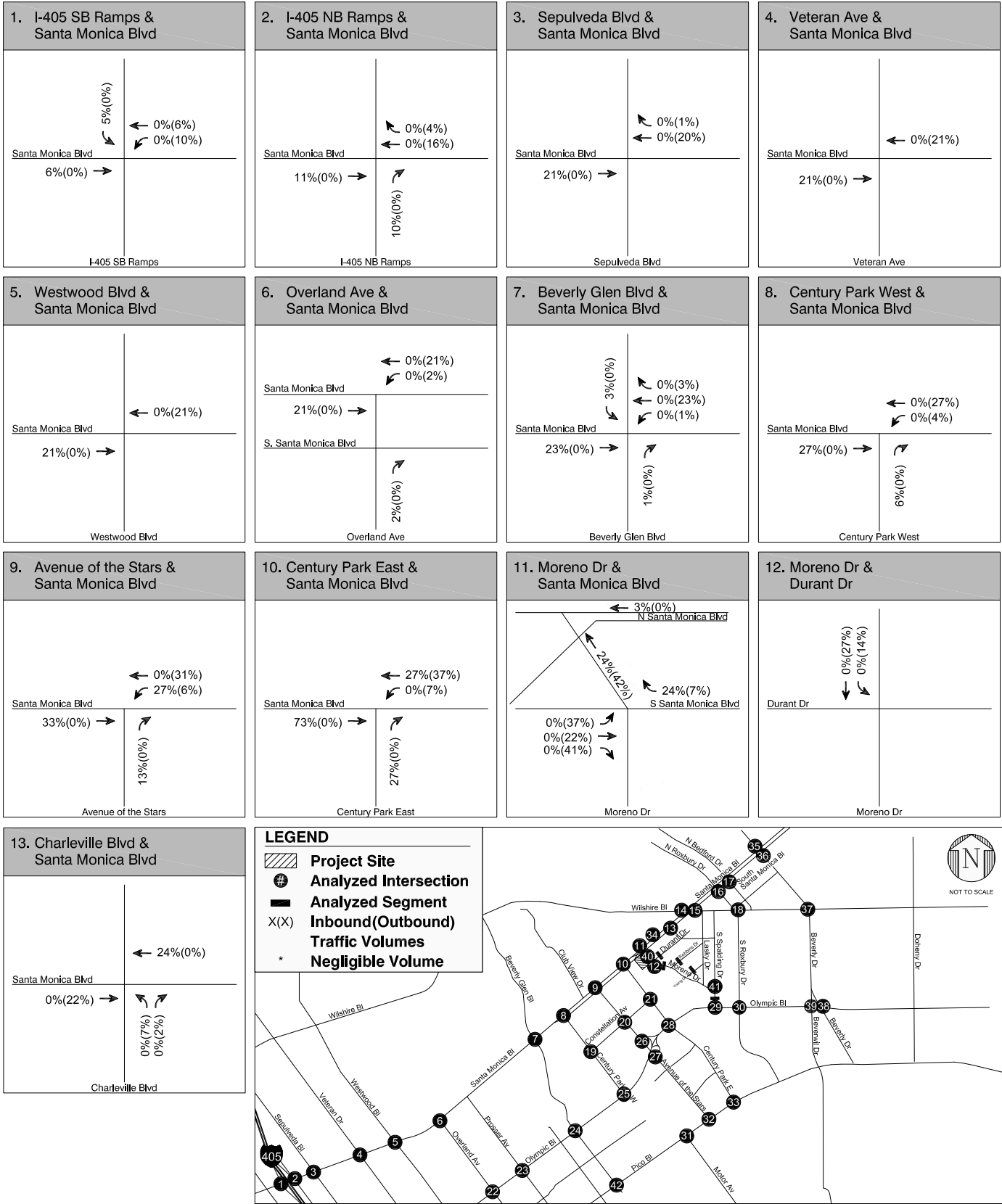


FIGURE 6B  
PROJECT TRIP DISTRIBUTION AT ANALYZED INTERSECTIONS

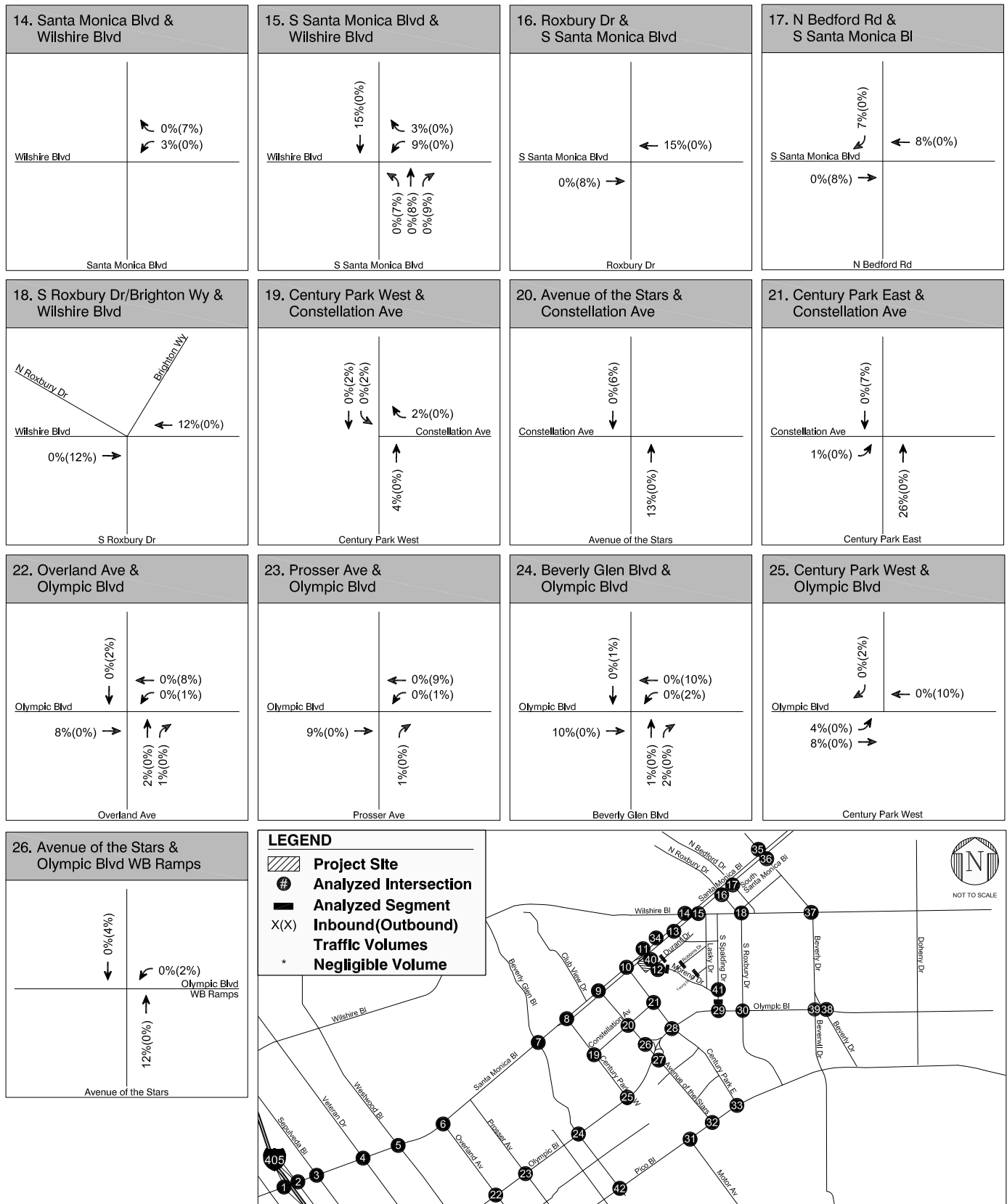


FIGURE 6B (CONT.)  
PROJECT TRIP DISTRIBUTION AT ANALYZED INTERSECTIONS



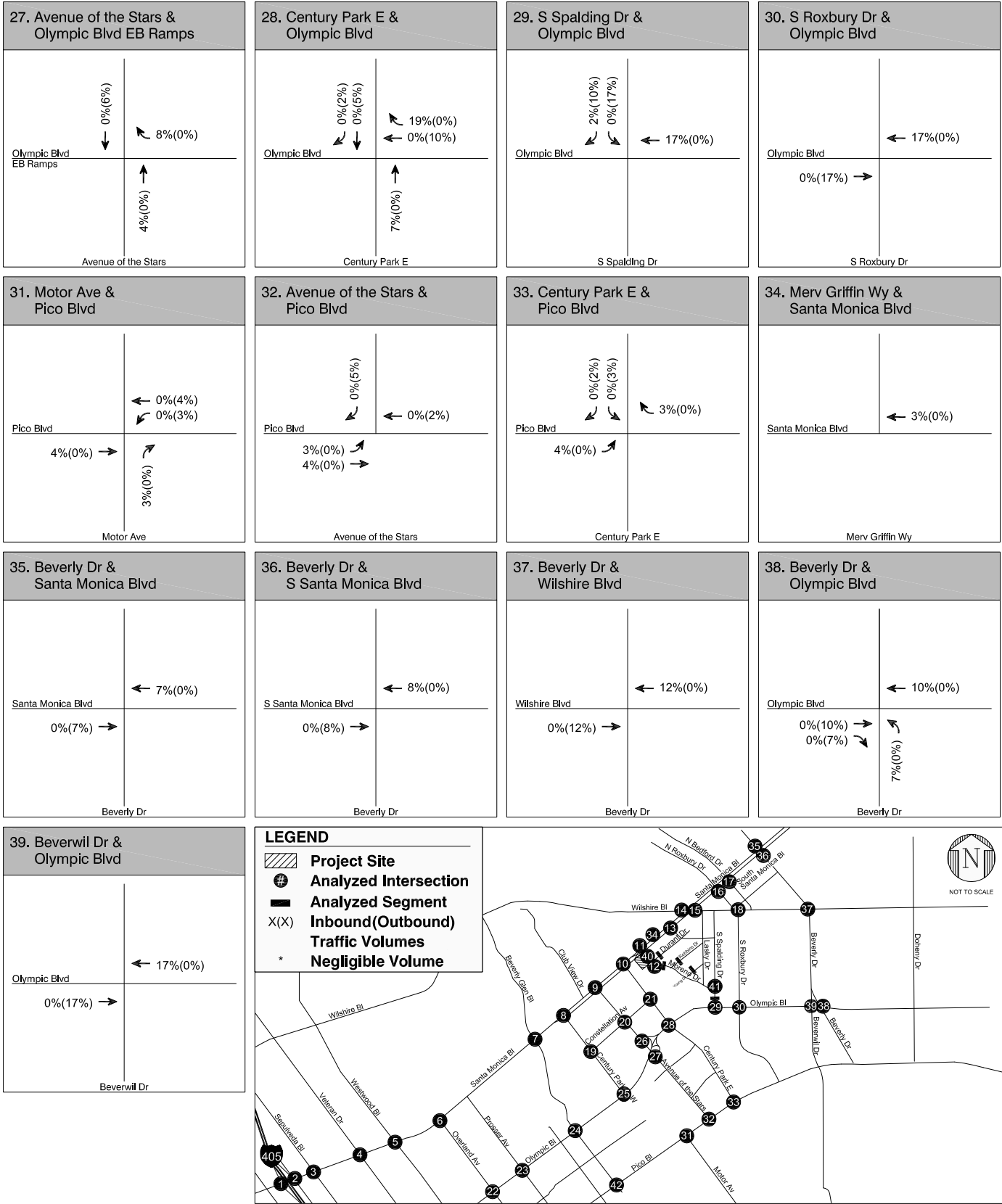
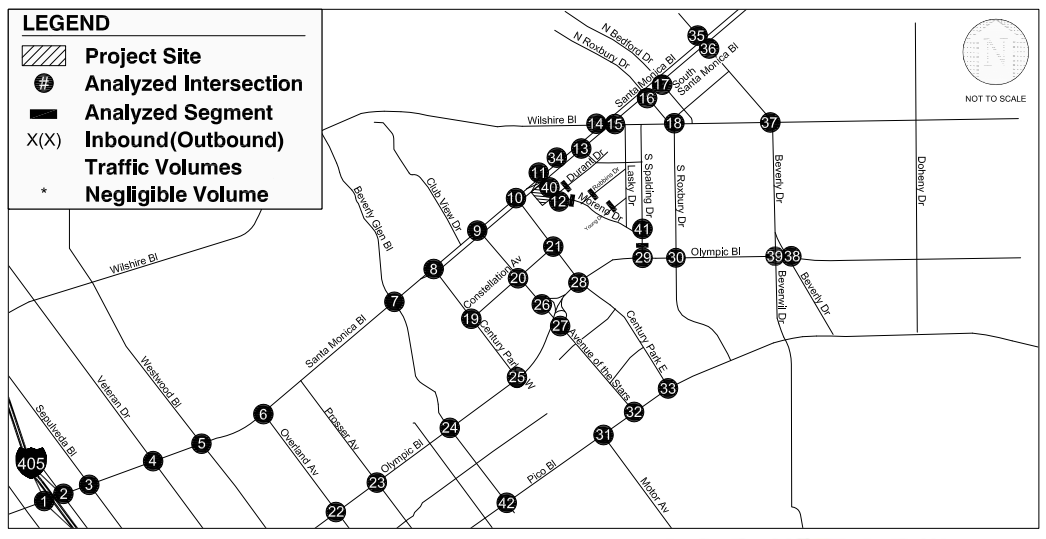
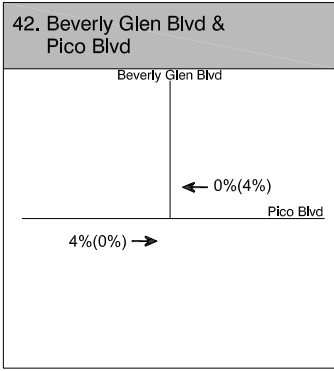
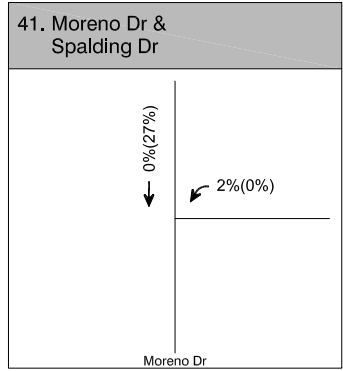
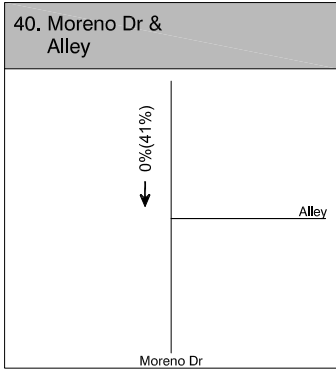


FIGURE 6B (CONT.)  
PROJECT TRIP DISTRIBUTION AT ANALYZED INTERSECTIONS



FEHR PEERS

FIGURE 6B (CONT.)  
PROJECT TRIP DISTRIBUTION AT ANALYZED INTERSECTIONS



NOT TO SCALE

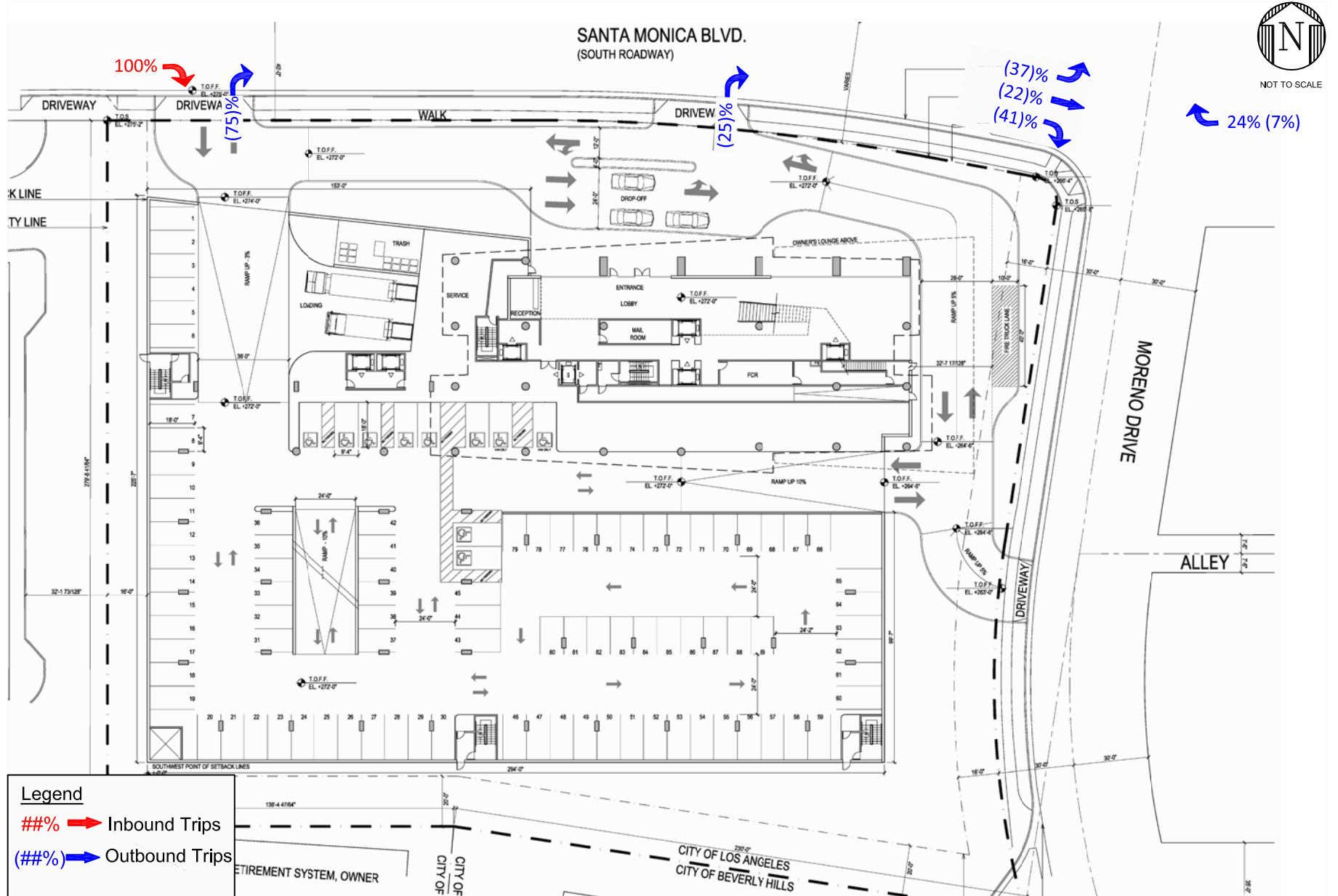


FIGURE 6C  
PROJECT TRIP DISTRIBUTION AT PROJECT DRIVEWAYS

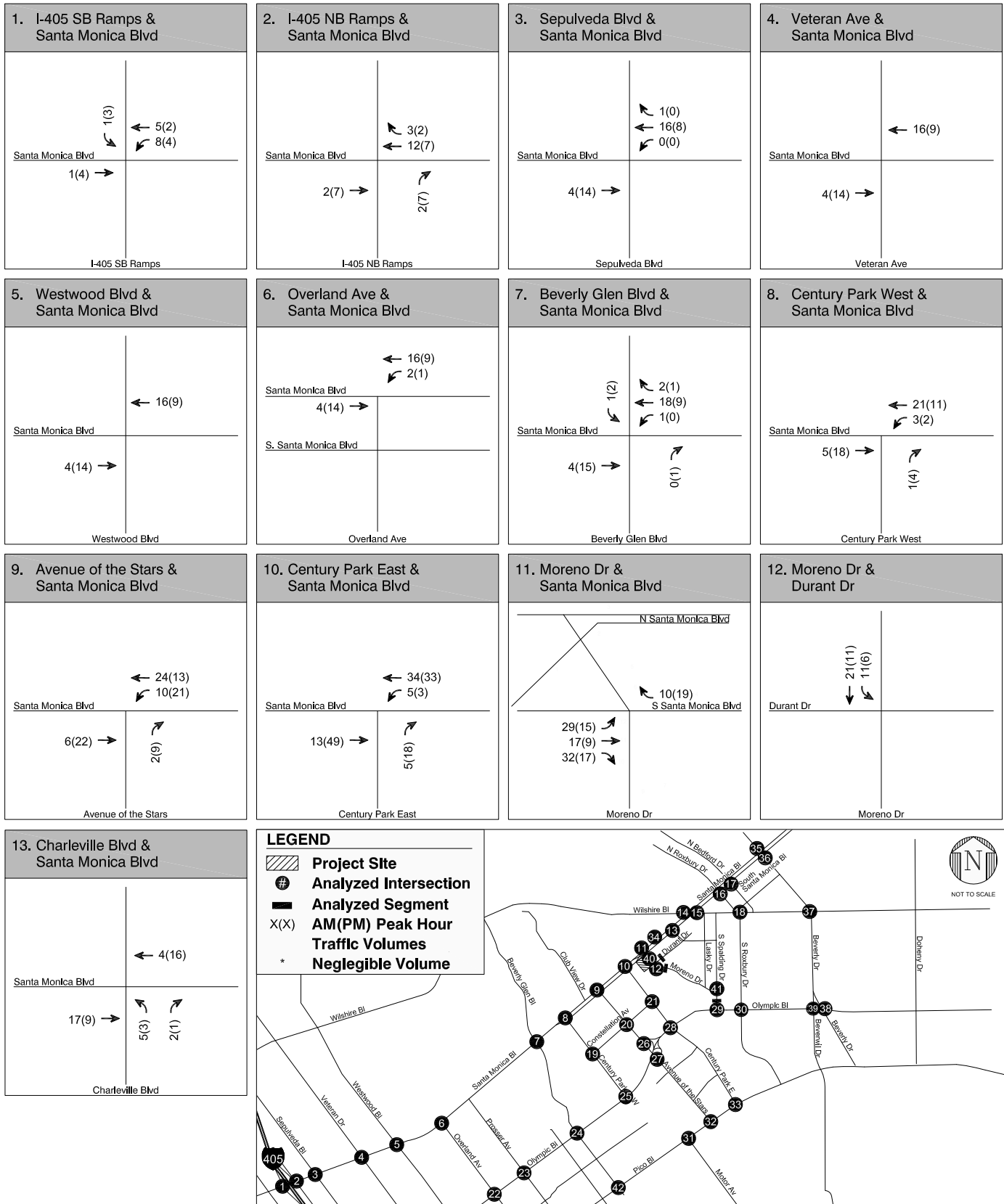


FIGURE 7  
 PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

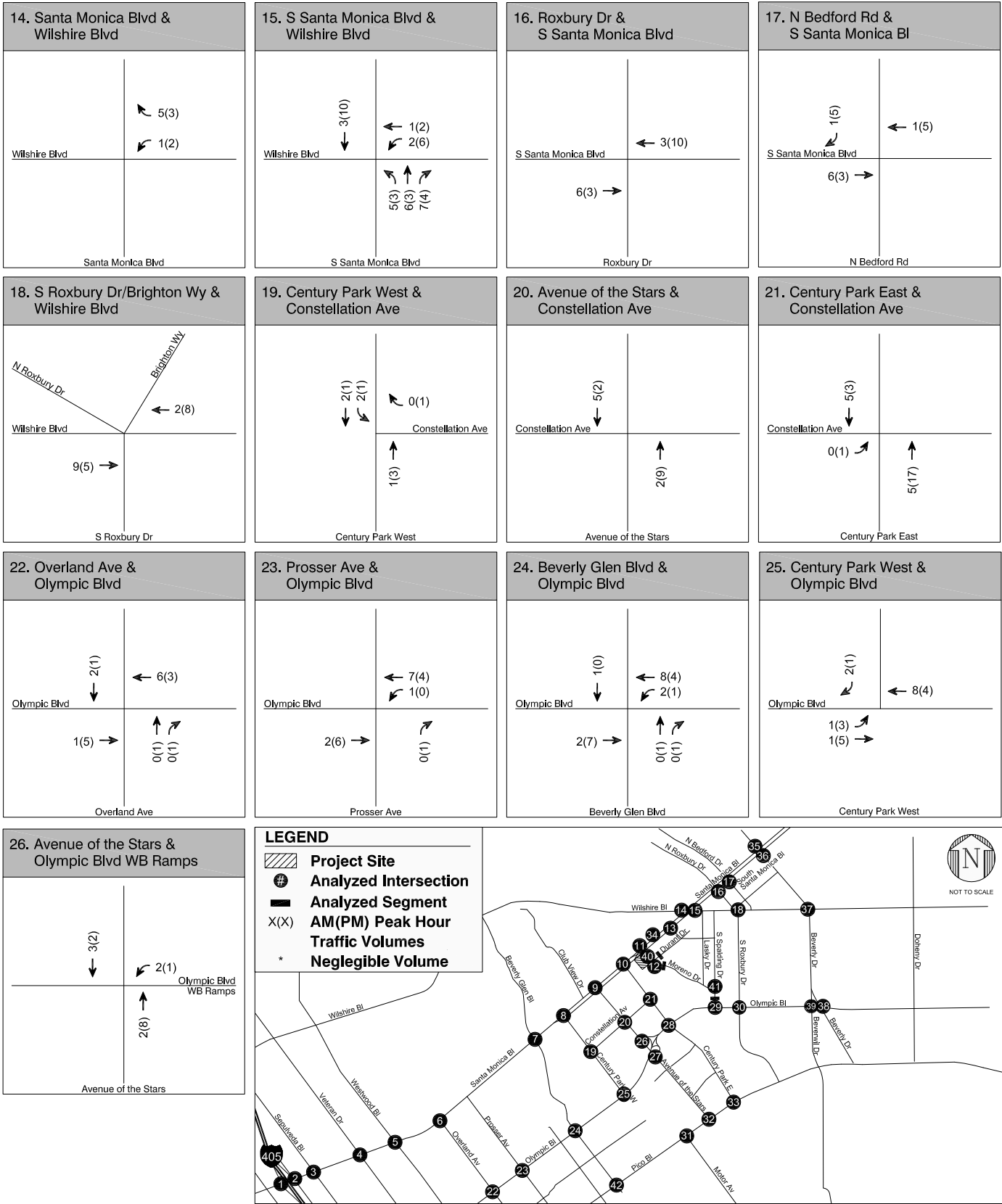


FIGURE 7 (CONT.)  
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

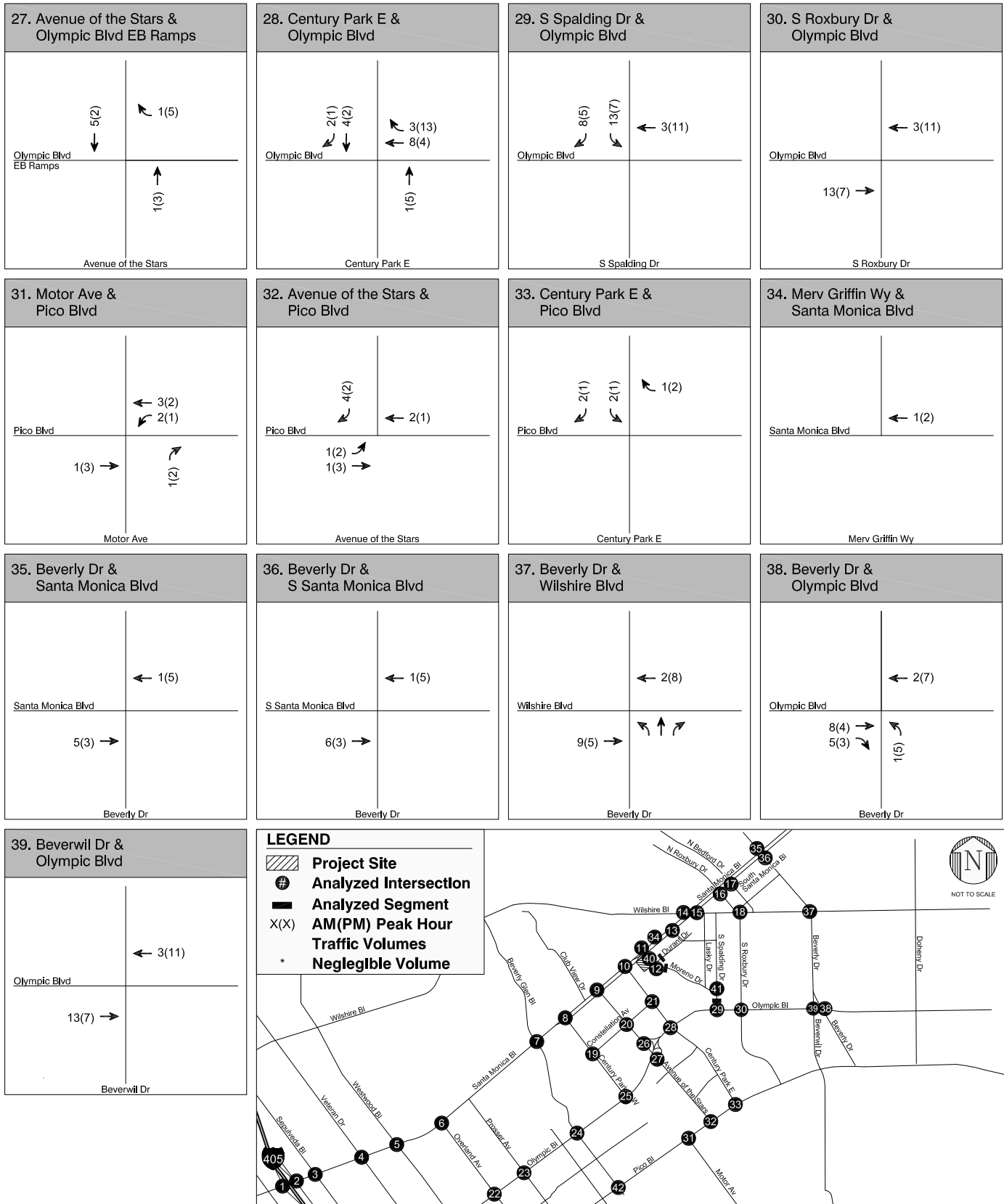


FIGURE 7 (CONT.)  
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

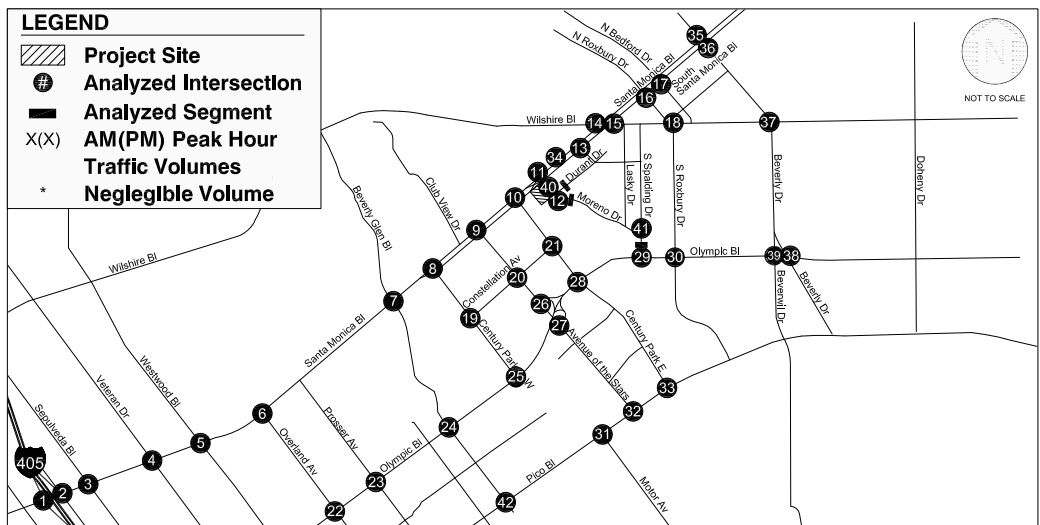
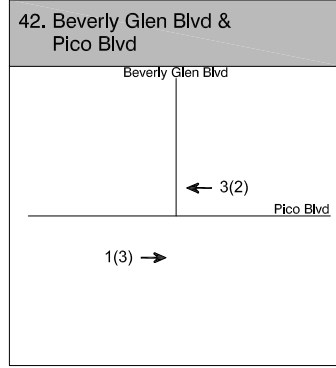
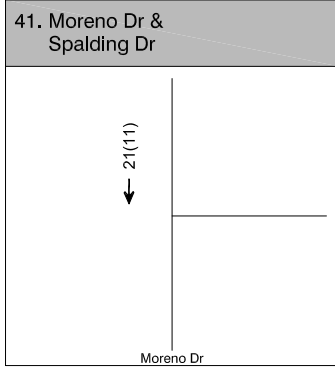
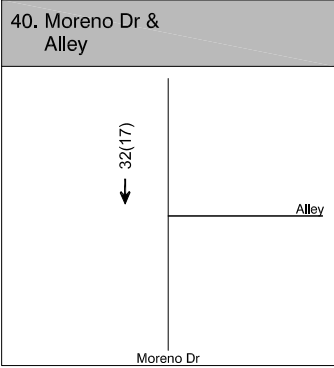


FIGURE 7 (CONT.)  
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

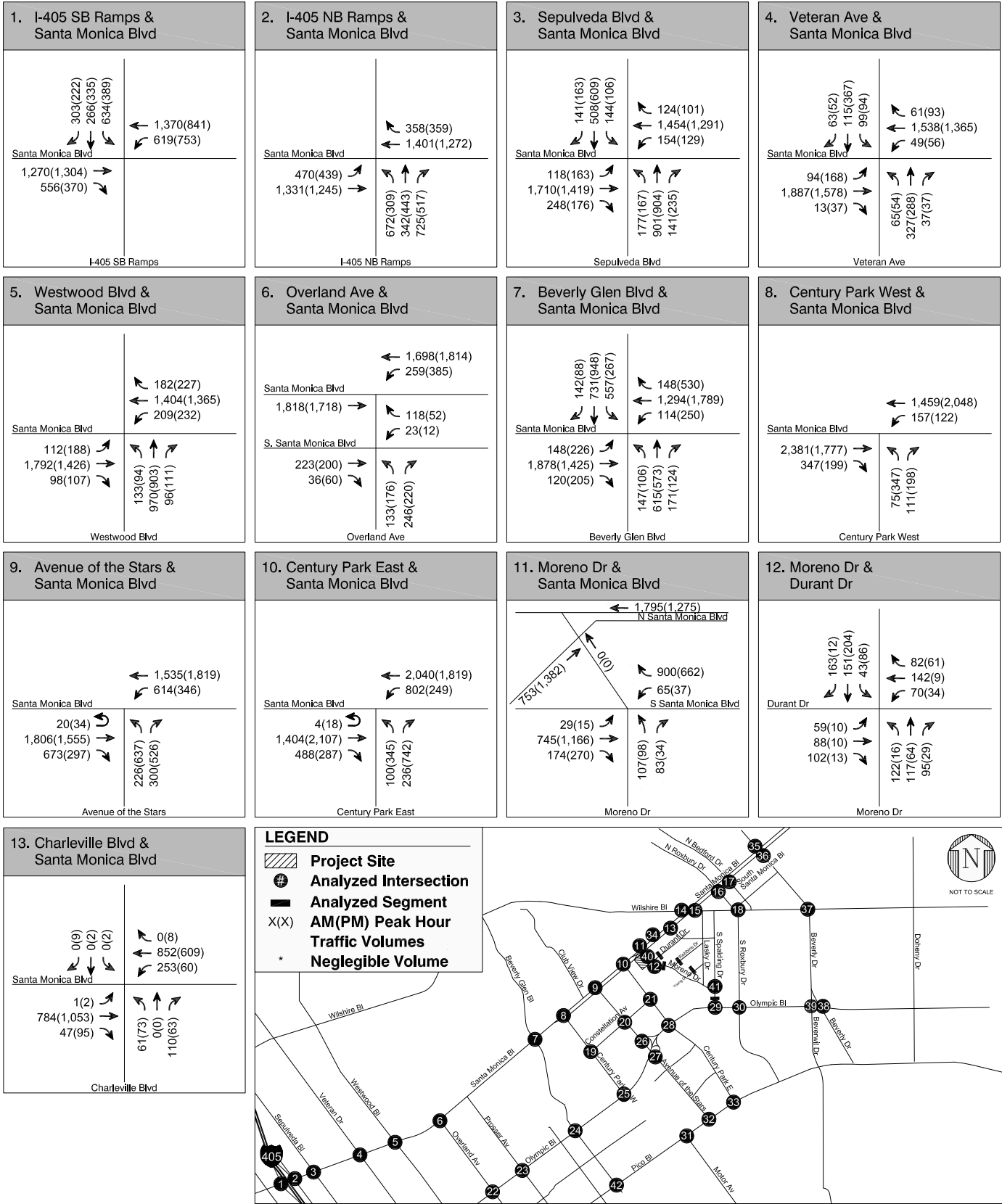


FIGURE 8  
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



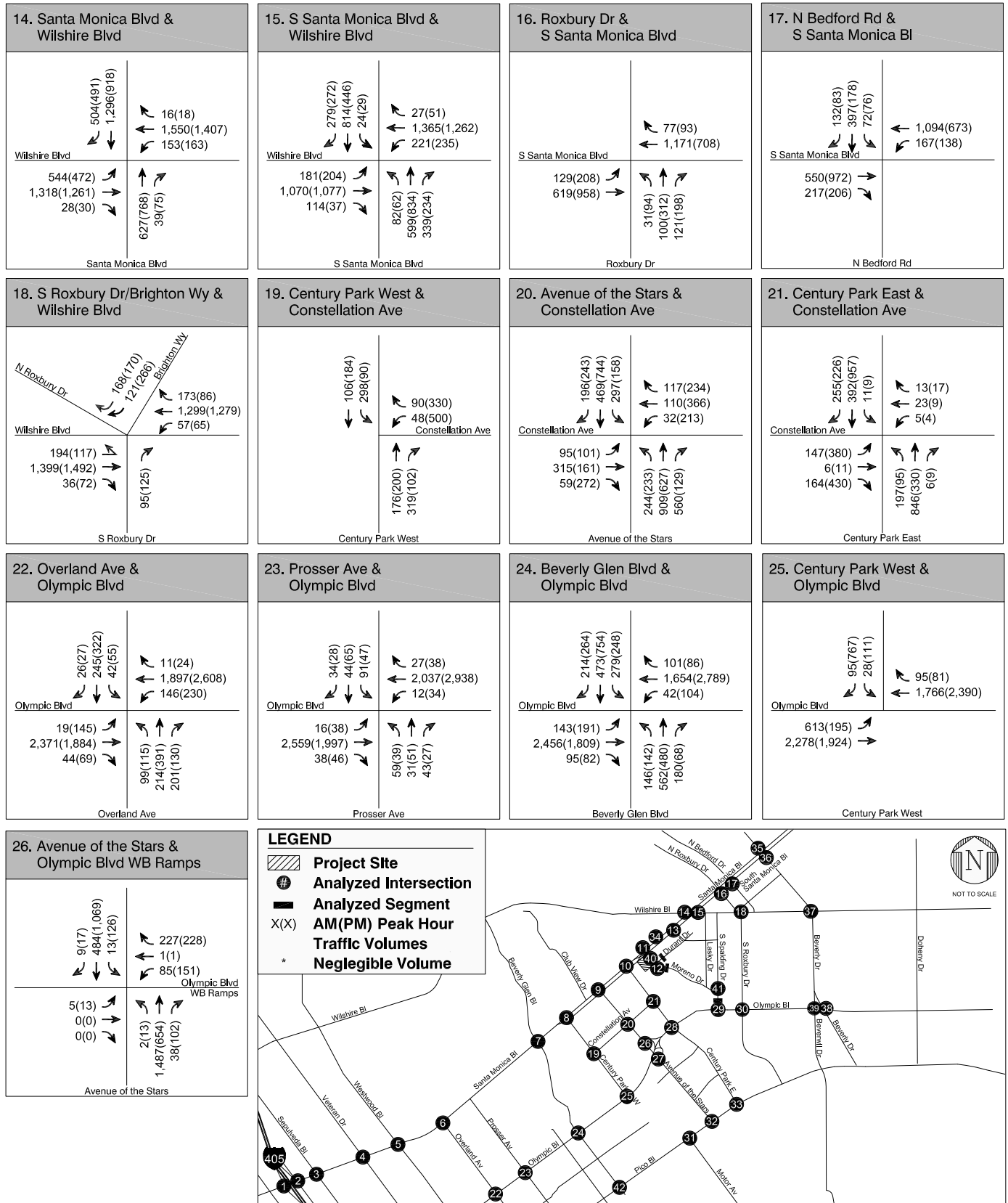
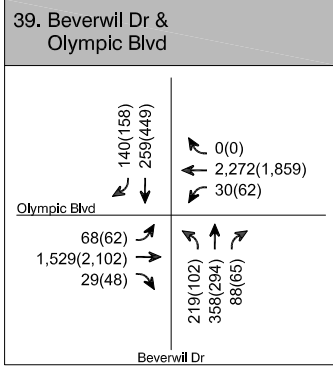
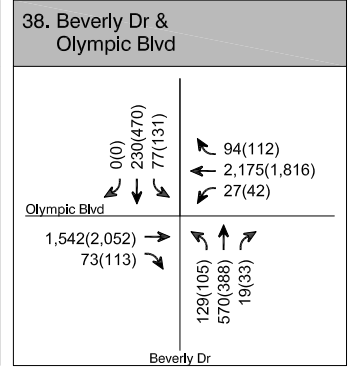
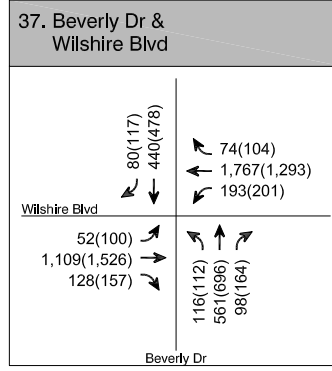
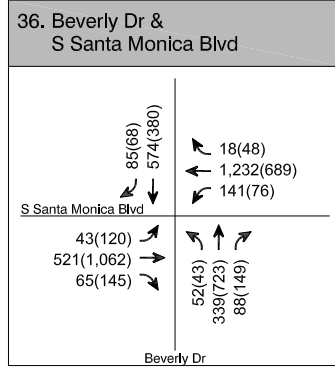
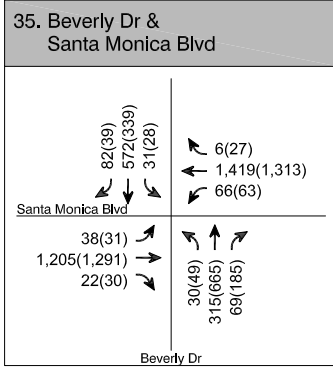
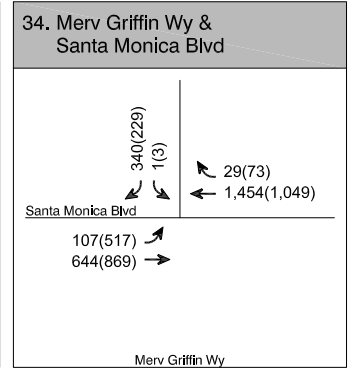
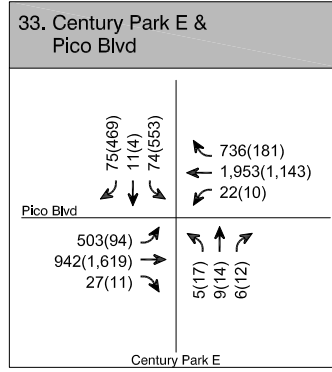
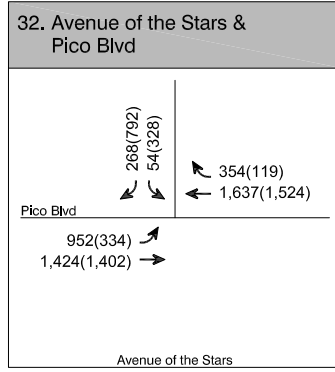
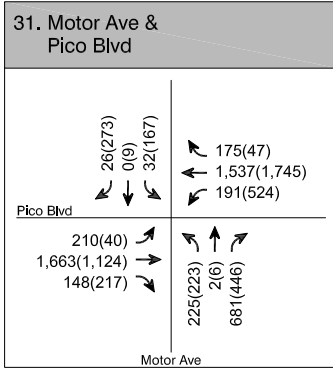
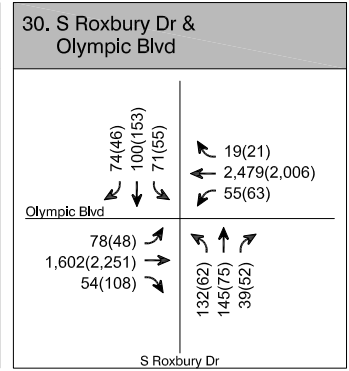
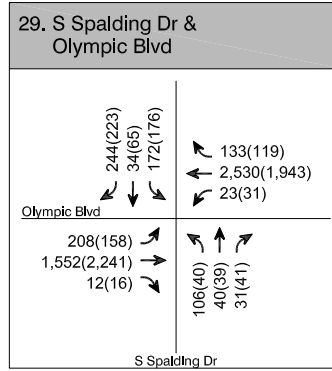
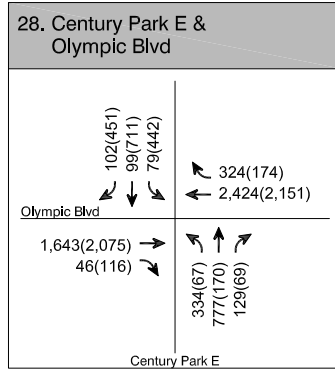
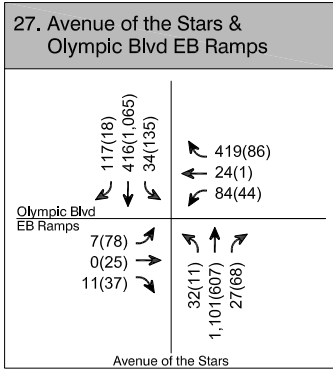


FIGURE 8 (CONT.)  
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



**LEGEND**

- Project Site
- Analyzed Intersection
- Analyzed Segment
- AM(PM) Peak Hour Traffic Volumes
- Negligible Volume

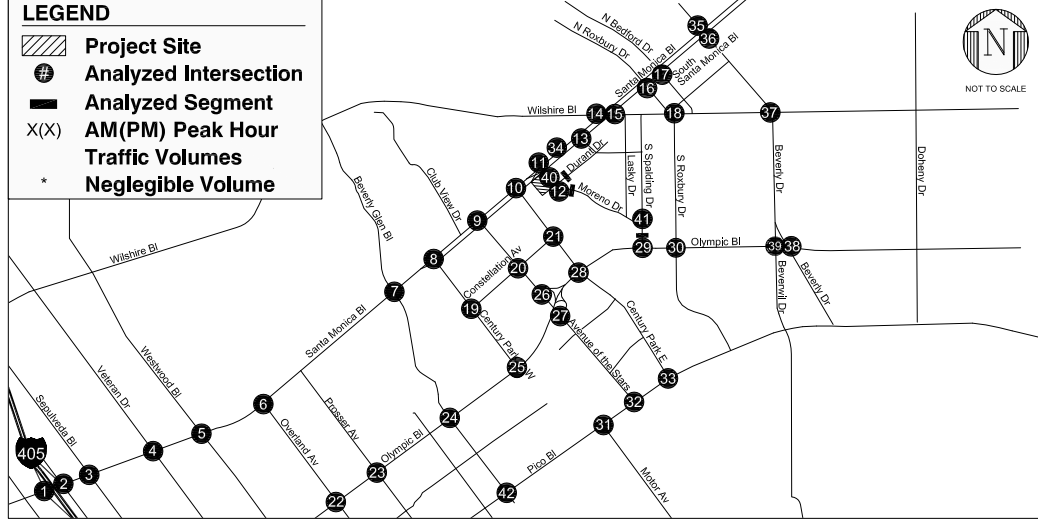
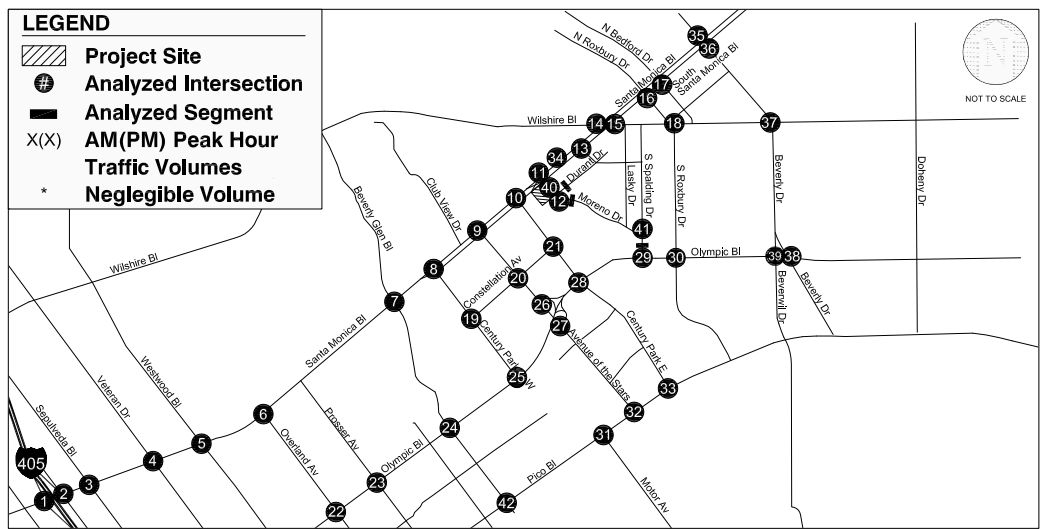
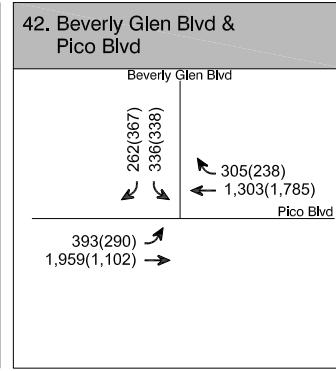
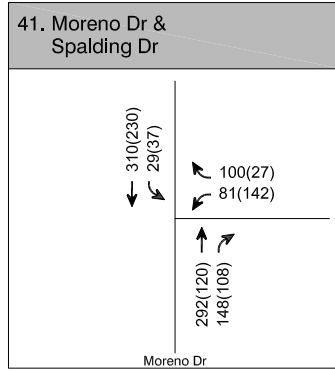
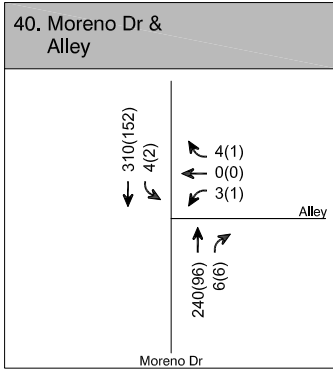


FIGURE 8 (CONT.)  
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



FEHR PEERS

FIGURE 8 (CONT.)  
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

## FUTURE TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on future (Year 2016) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects). These projected traffic volumes, identified herein as the cumulative base conditions, represent the future study year conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. The project traffic was added to the cumulative base to form the cumulative plus project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

## FUTURE BASE TRAFFIC CONDITIONS

The traffic volumes projected for the future base scenario (Year 2016) take into account the expected changes in traffic over existing conditions from two primary sources: ambient growth in the existing traffic volumes due to the effects of overall regional growth and development outside the study area, and traffic generated by specific development projects in, or in the vicinity of, the study area. The methods used to account for these factors are described below.

### ***Background or Ambient Growth***

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by the year 2016. This adjustment was applied to the existing traffic volume data (Year 2011) to reflect the effect of ambient growth by the year 2016.

### ***Cumulative Project Traffic Generation and Assignment***

Future base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project Site prior to the buildout date of the proposed Project. The list of related projects was prepared based on data from LADOT and the City of Beverly Hills. A total of 40 cumulative projects were identified in the study area; these projects are listed in Table 6 and illustrated in Figure 9.

#### Trip Generation

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and the trip generation rates contained in *Trip Generation, 8<sup>th</sup> Edition*. Table 6 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

#### Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system.

**TABLE 6  
RELATED PROJECT LIST**

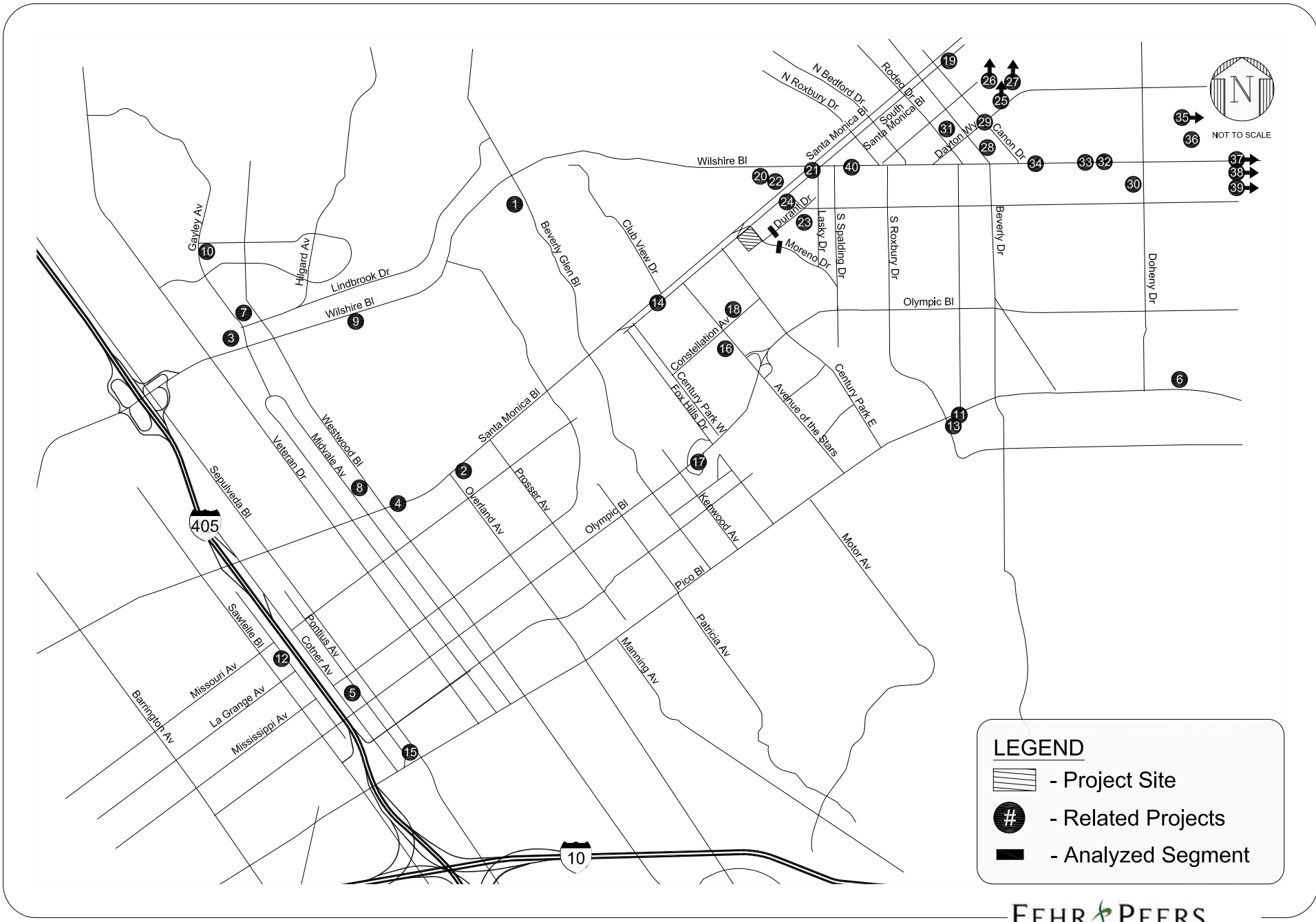
Sr. No.	Project	Address	City	Description	Trip Generation		
					Daily	AM	PM
1	Office Building	10400 Ashton Ave	Los Angeles	17.5 ksf office	241	39	42
2	Mixed-Use Development	10700 Santa Monica Blvd	Los Angeles	35 ksf office, 9 ksf retail	*	*	*
3	Mixed-Use Development	10955 Wilshire Blvd	Los Angeles	134 room hotel, 10 condos, 16.5 ksf commercial	1,291	61	84
4	Mixed-Use Development	10857 Santa Monica Blvd	Los Angeles	47 condos, 16.5 ksf retail	N/A	N/A	184
5	Office Building	2142 Pontius Ave	Los Angeles	17.6 ksf office building	350	47	50
6	Mixed-Use Development	9001 Pico Blvd	Los Angeles	425 student high school, 9 ksf retail, 31 unit dormitory	836	107	68
7	Mixed-Use Development	1130 Gayle Ave	Los Angeles	7 ksf retail, 48 apartments	*	14	*
8	Mixed-Use Development	1777 Westwood Blvd	Los Angeles	45 condos, 9 ksf retail	*	*	3
9	Condominium	10777 Wilshire Blvd	Los Angeles	60 condos	349	26	33
10	Convenience Store	900 Gayley Ave	Los Angeles	2.8 ksf convenience store	1,142	103	82
11	Mixed-Use Development	9760 Pico Blvd	Los Angeles	350 student high school, 100 student community college, 100 attendee synagogue	820	164	99
12	Condominium	1929 Beloit Ave	Los Angeles	63 condos	369	28	35
13	Museum of Tolerance Expansion	9786 Pico Blvd	Los Angeles	Expansion of museum to 100 ksf museum space and 800 attendee evening special events	1,713	242	249
14	Century City Westfield Expansion	10250 Santa Monica Blvd	Los Angeles	Expansion of shopping center to include 359 ksf commercial and 262 condos	5,922	*	364
15	Mixed-Use Development	11122 Pico Blvd	Los Angeles	538 apartments, 212 ksf Target store, 54 ksf supermarket	13,713	449	1,232
16	Mixed-Use Development	2025 Avenue of the Stars	Los Angeles	208 condos, 240 room hotel, 117.6 ksf office, 16.8 ksf fitness club, 15.4 ksf restaurant, 93.8 ksf retail	*	34	65
17	Condominium	10331 Bellwood Ave	Los Angeles	158 condos	549	46	55
18	Office	1950 Avenue of the Stars	Los Angeles	725.83 ksf office	6,138	916	892
19	Wallis Annenberg Center	470 N Canon Dr	Beverly Hills	Wallis Annenberg Center & public garage	N/A	123	165
20	9900 Wilshire Blvd	9900 Wilshire Boulevard	Beverly Hills	Condominiums 252 du Retail 15.656 ksf Quality restaurant 4.8 ksf	*	133	*
21	Beverly Hills Gateway	9844 Wilshire Boulevard	Beverly Hills	General Office 95 ksf	6,114	148	568
22	The Beverly Hilton	9876 Wilshire Boulevard	Beverly Hills	Hotel 170 rooms Condominiums 120 du Restaurant 11.5 ksf	3,126	156	248
23	Condominiums	9936 Durant Drive	Beverly Hills	13 condominiums	76	6	7
24	Office Building	9900 Santa Monica Blvd	Beverly Hills	119 ksf Office	1,309	184	177
25	Young Israel	9261 Alden Drive	Beverly Hills	Sanctuary 14.811 ksf Multi-Purpose Room 1.254 ksf	158	2	25
26	Condominiums	450-460 North Palm Drive	Beverly Hills	35 Condominiums	204	15	18
27	Condominiums	432 N Oakhurst Drive	Beverly Hills	34 Condominiums	198	15	18
28	Mixed-Use Development	231 North Beverly Drive	Beverly Hills	Retail 22.500 ksf Restaurant 7.500 ksf	*	*	*
29	Medical Plaza	257 North Canon Drive	Beverly Hills	Office 40.000 ksf Retail 15.000 ksf Restaurant 5.000 ksf	3,055	171	294
30	Condominiums	140-144 South Oakhurst Drive	Beverly Hills	11 Condominiums	64	5	6
31	Retail	320 N Rodeo Drive	Beverly Hills	15.000 ksf Retail	645	15	56
32	Mixed-Use Development	9200 Wilshire Boulevard	Beverly Hills	Retail 8.400 ksf Restaurant 5.6 ksf Condominiums 54 du	2,172	64	192
33	Car Dealership	9230 Wilshire Boulevard	Beverly Hills		N/A	50	55
34	Office Building	9378 Wilshire Boulevard	Beverly Hills	14.996 ksf office	809	38	79
35	Condominiums	225 S Hamilton Drive	Beverly Hills	13 Condominiums	76	6	7
36	Condominiums	156-168 North La Peer Drive	Beverly Hills	10 Condominiums	58	5	6
37	Medical Office/Retail	8536 Wilshire Boulevard	Beverly Hills	Medical Office/retail 24.890 ksf	2,750	68	250
38	Mixed-Use Development	8600 Wilshire Boulevard	Beverly Hills	Residential 21 du Retail 4.800 ksf Existing 2.500 ksf Retail	960	31	87
39	Retail/Office	8767 Wilshire Boulevard	Beverly Hills	Retail/Office 75 ksf Office 24.566 ksf	2,693	172	271
40	Office/Medical Office	9754 Wilshire Boulevard	Beverly Hills	Medical Office 7.977 ksf Existing Office (26 ksf)	374	18	28

Source: City Of Los Angeles Department of Transportation  
City of Beverly Hills

Note:

\* Negligible trips

N/A Not Available



**FIGURE 9**  
**LOCATION OF RELATED PROJECTS**

### Traffic Assignment

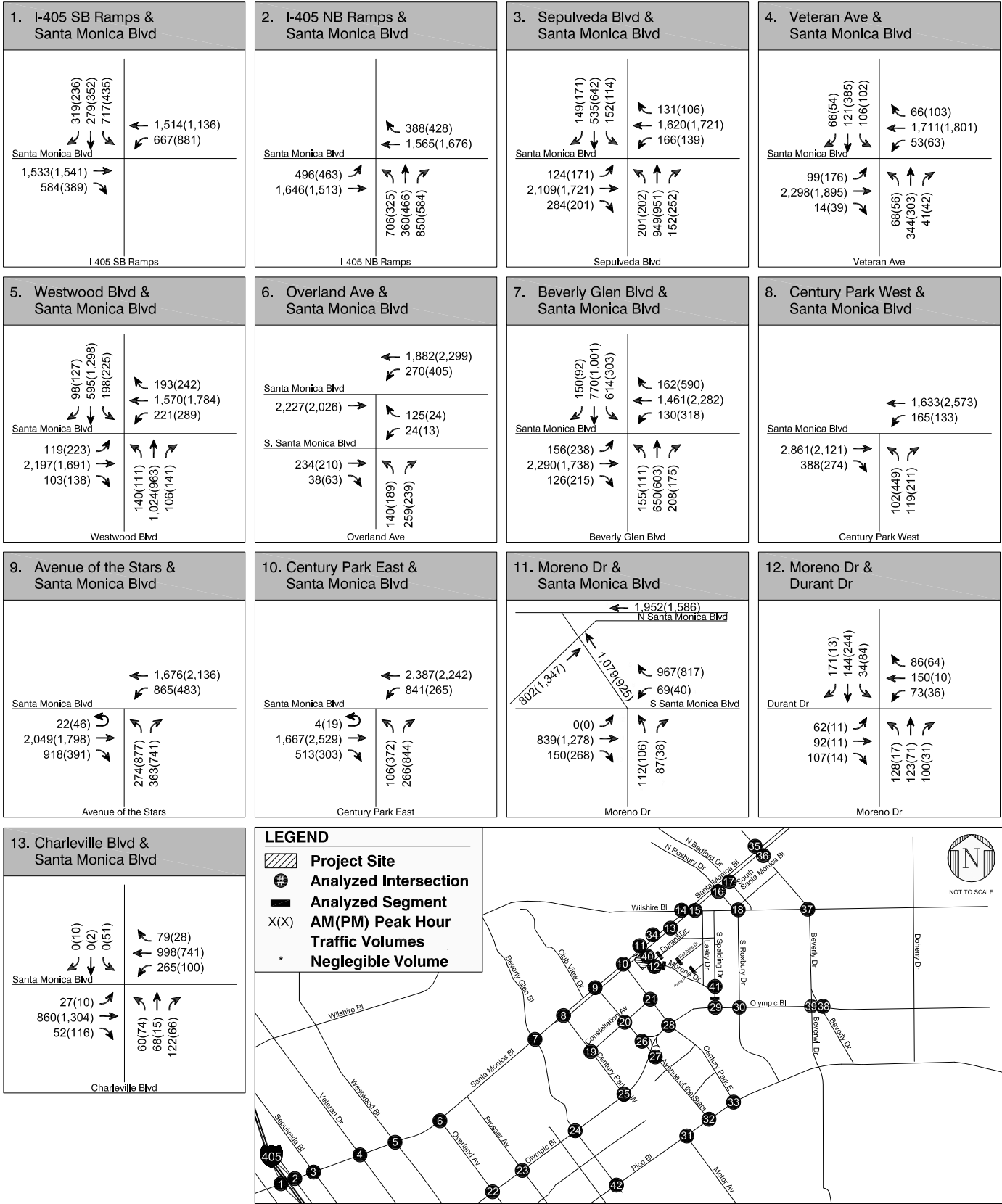
Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

### **Cumulative Base Traffic Volumes**

Figure 10 illustrates the future base year 2016 weekday AM and PM peak hour traffic volumes for the analyzed intersections. The future base traffic conditions represent an estimate of future conditions without the proposed project.

### **FUTURE PLUS PROJECT TRAFFIC PROJECTIONS**

The proposed Project traffic volumes were added to the year 2016 future base traffic projections, resulting in future plus project AM and PM peak hour traffic volumes. Illustrated in Figure 11, the future plus project scenario presents future traffic conditions with the completion of the proposed project.



**FEHR PEERS**

**FIGURE 10**

**CUMULATIVE BASE (2016) PEAK HOUR TRAFFIC VOLUMES**



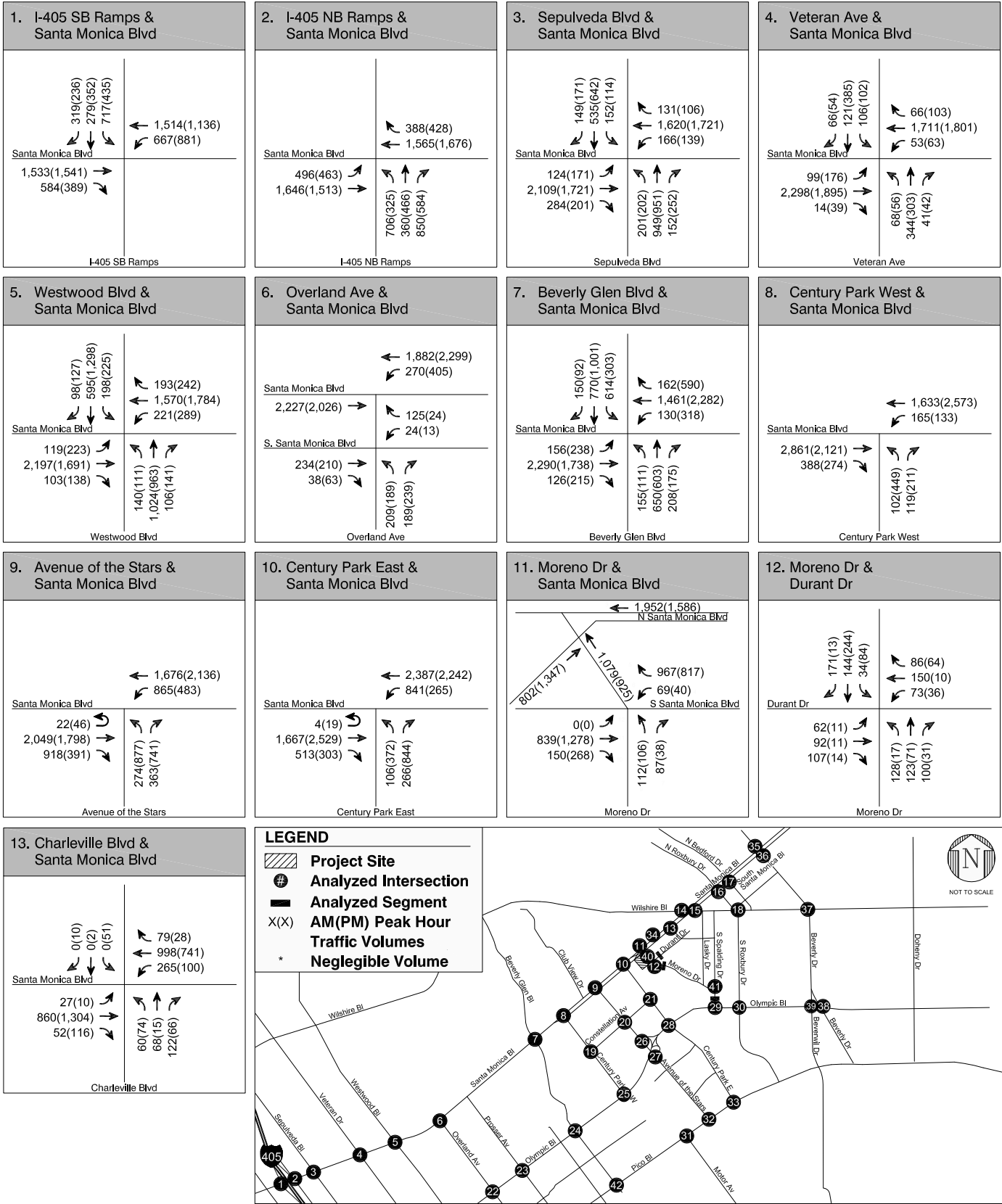


FIGURE 10  
CUMULATIVE BASE (2016) PEAK HOUR TRAFFIC VOLUMES

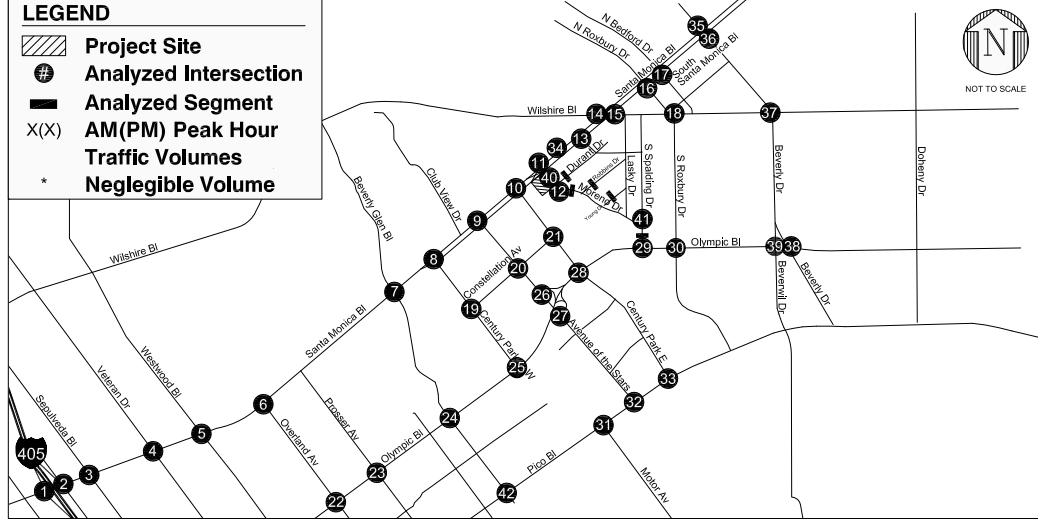
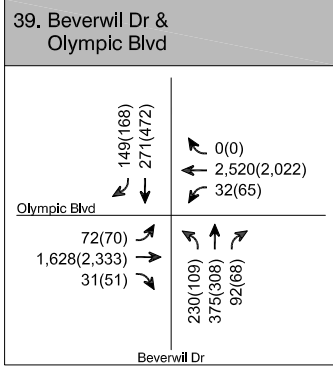
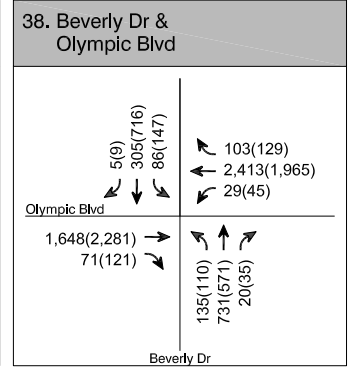
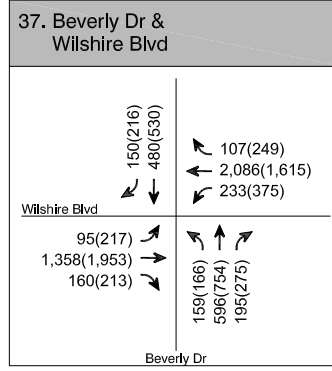
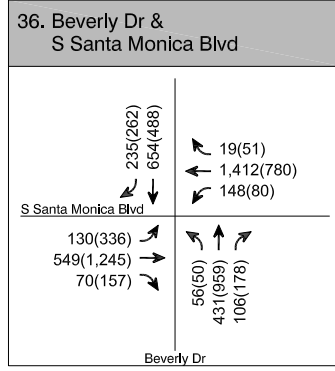
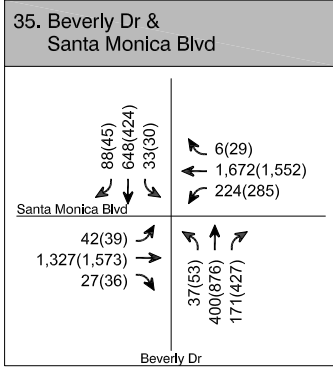
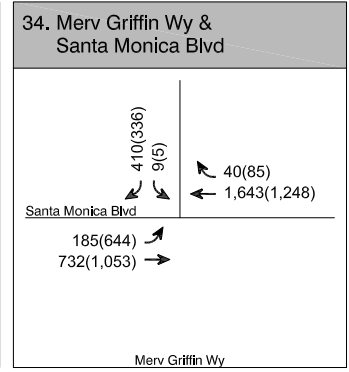
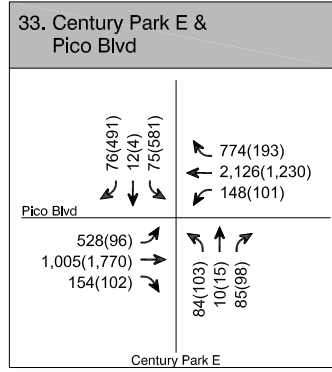
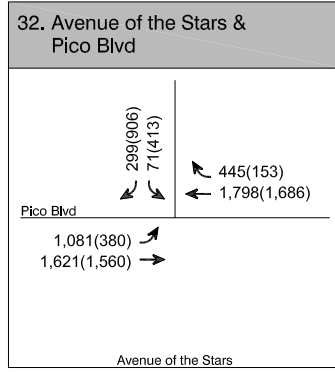
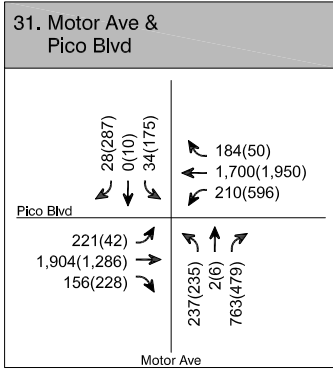
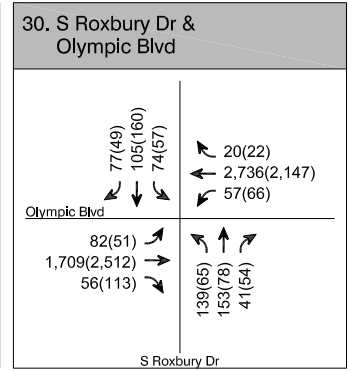
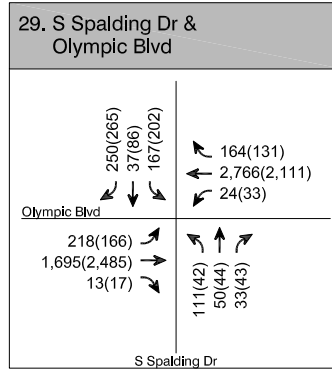
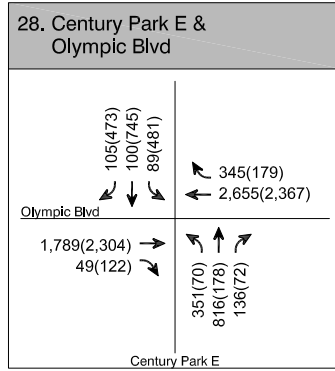
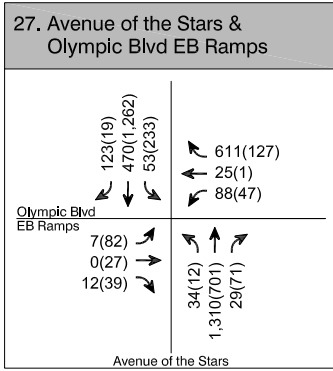


FIGURE 10 (CONT.)  
CUMULATIVE BASE (2016) PEAK HOUR TRAFFIC VOLUMES

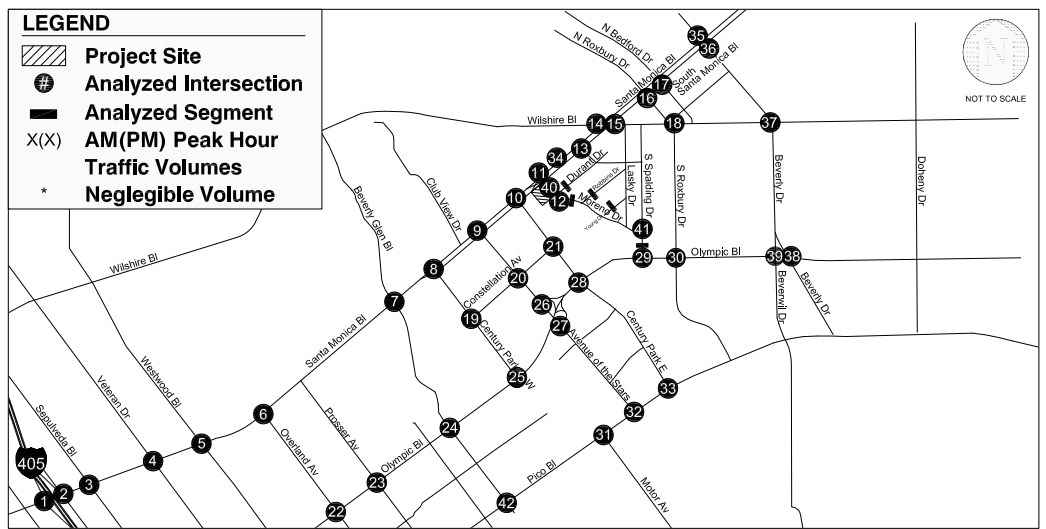
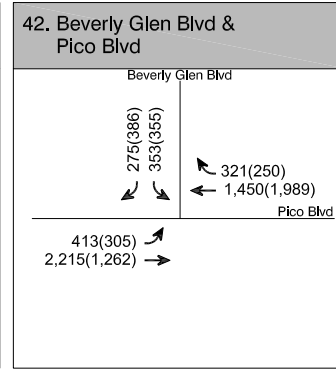
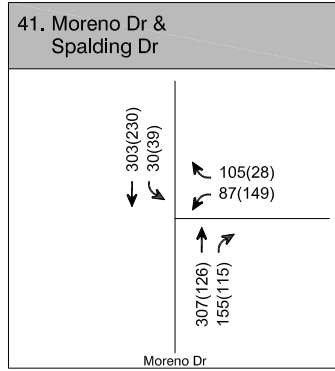
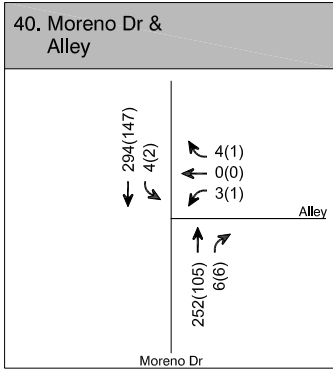


FIGURE 10 (CONT.)  
CUMULATIVE BASE (2016) PEAK HOUR TRAFFIC VOLUMES

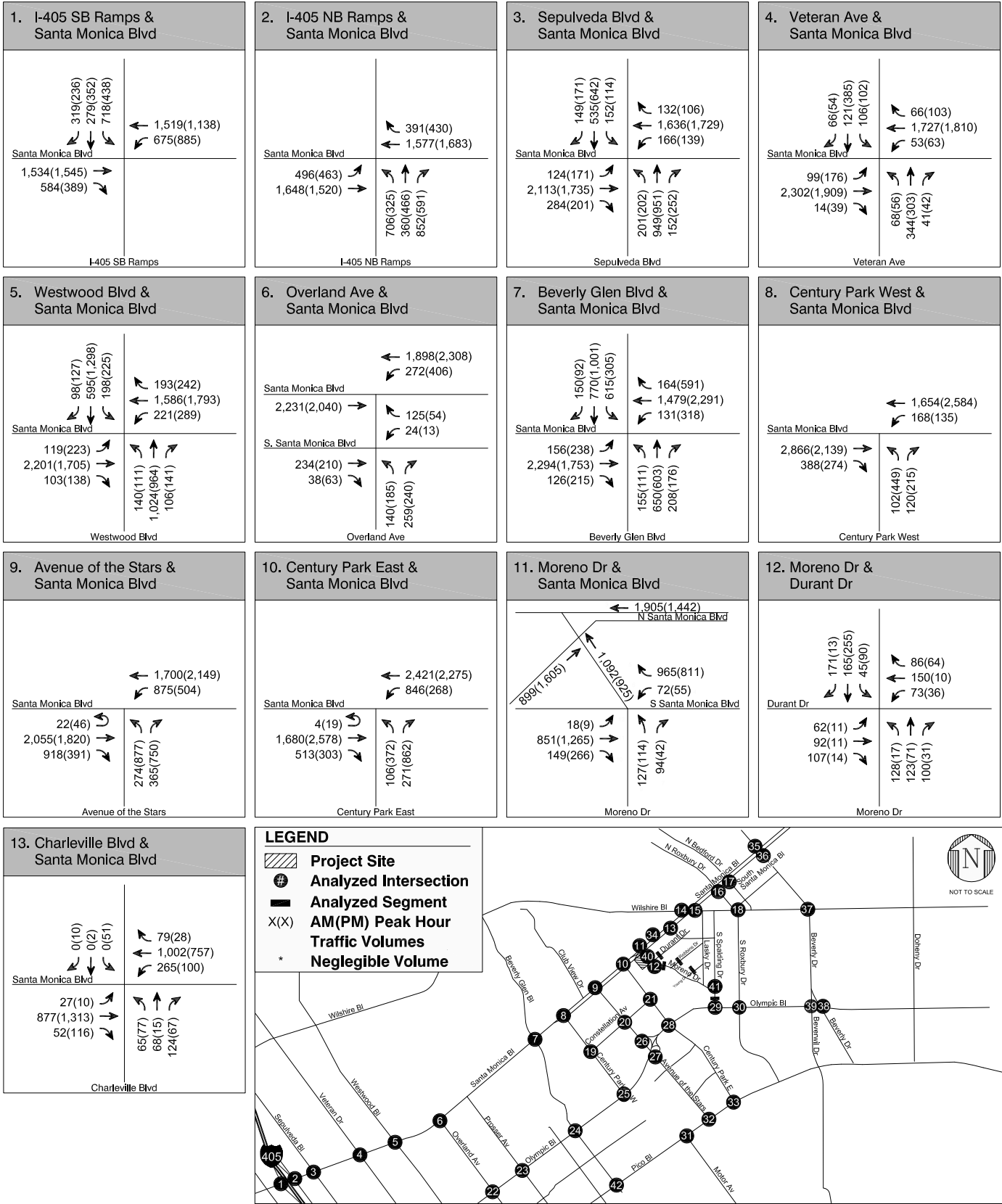


FIGURE 11

CUMULATIVE (YEAR 2016) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

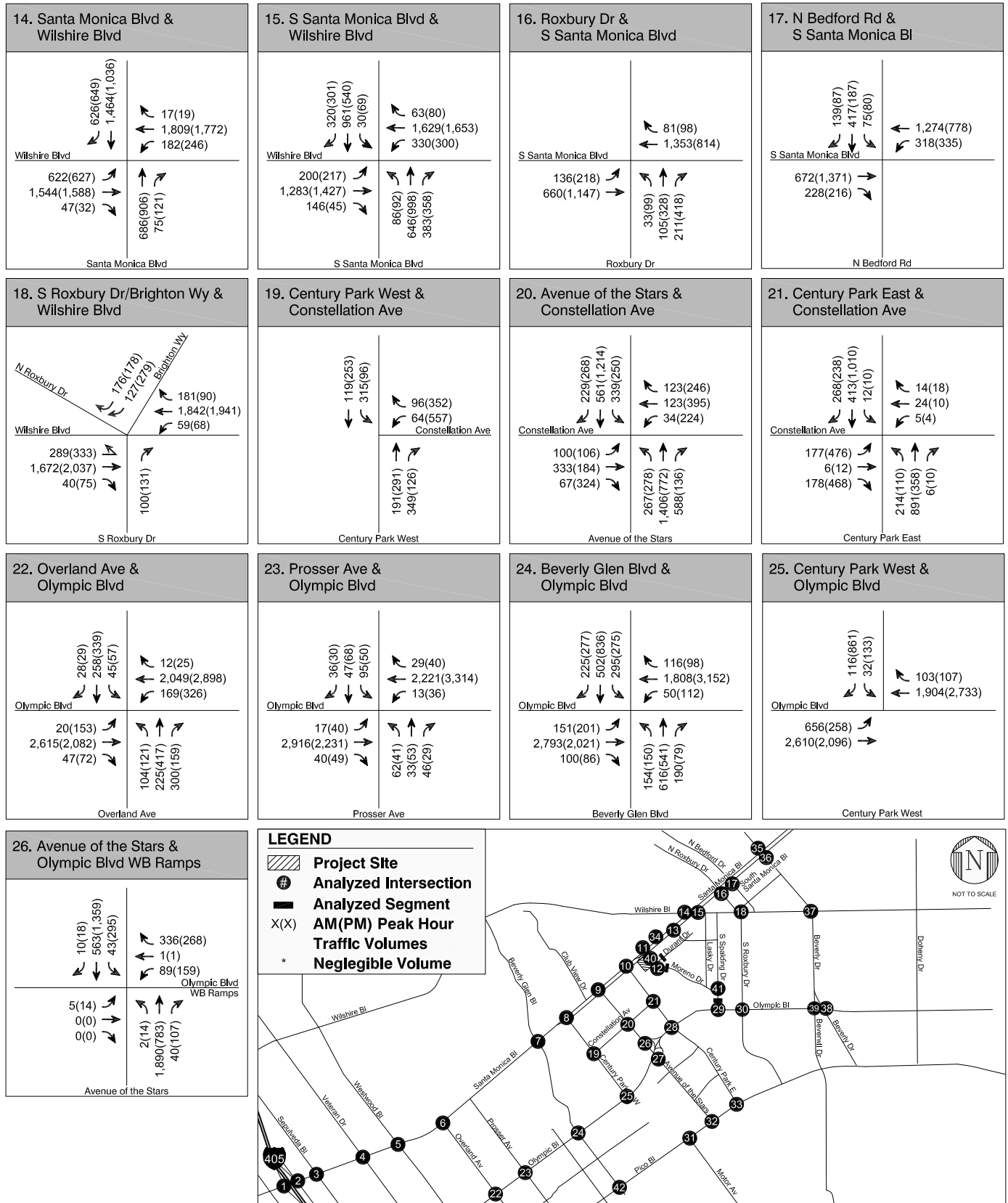


FIGURE 11 (CONT.)  
 CUMULATIVE (YEAR 2016) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

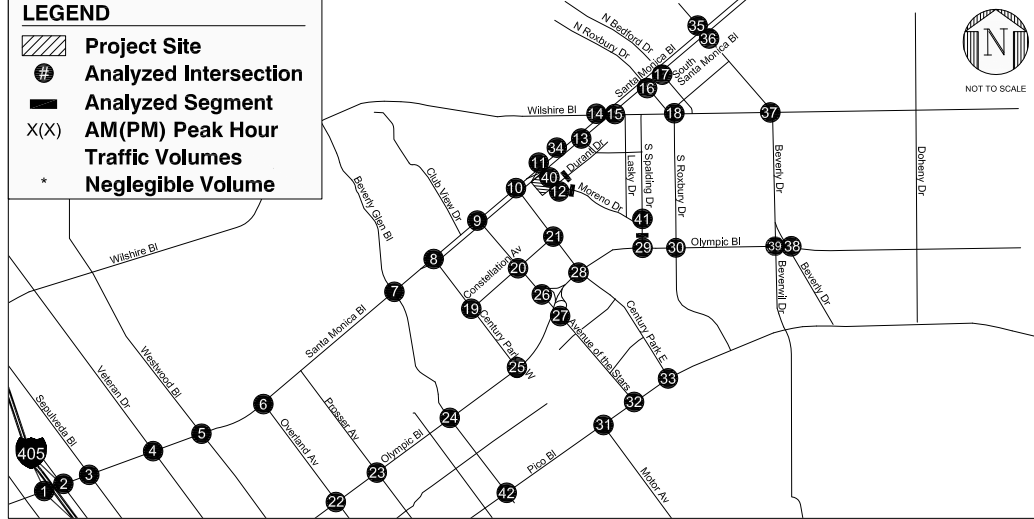
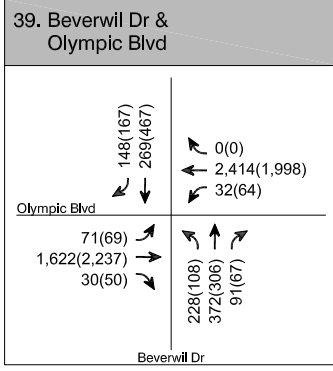
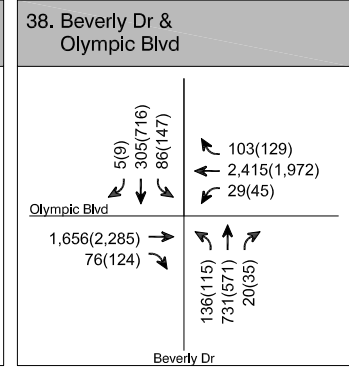
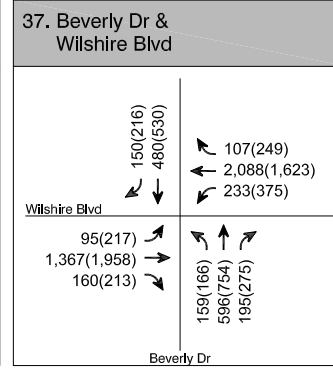
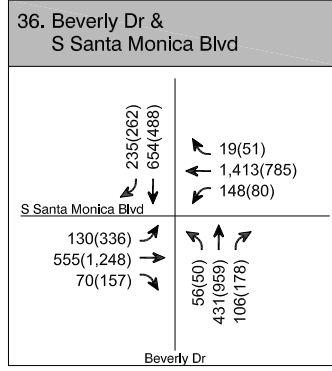
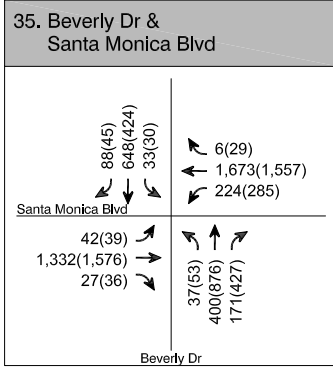
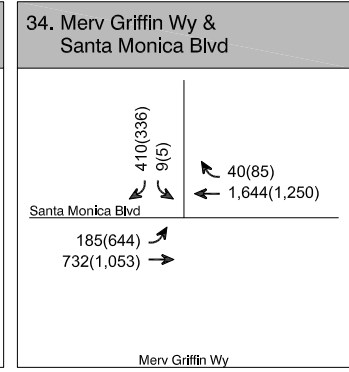
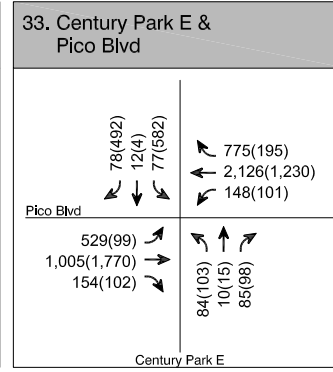
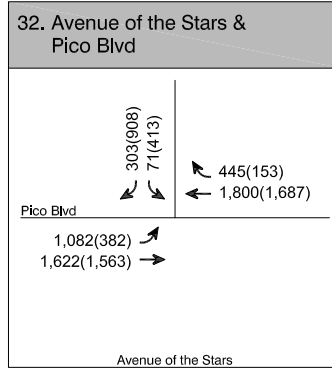
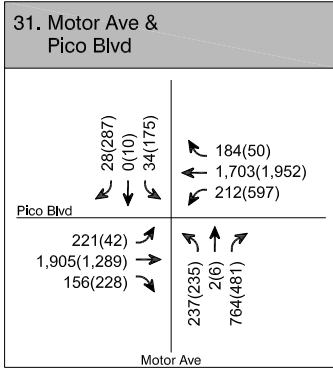
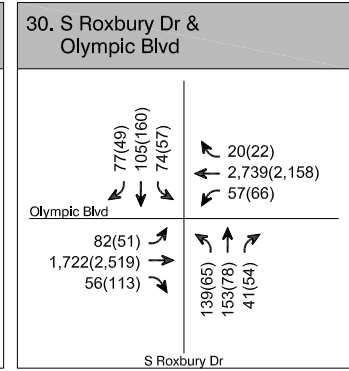
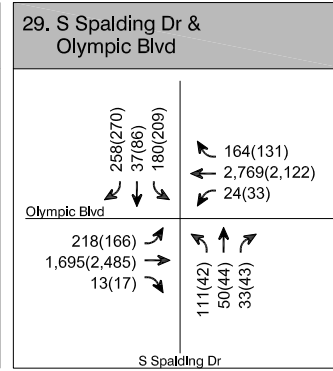
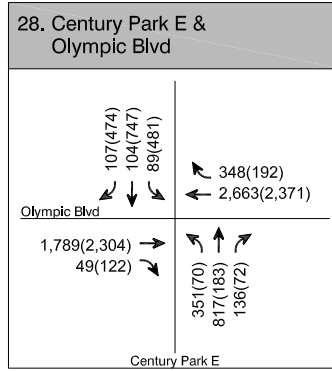
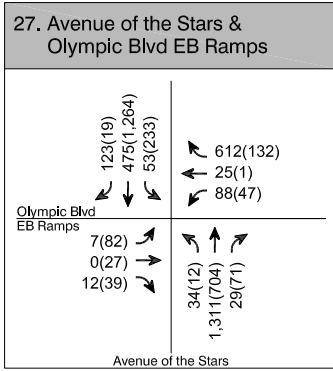
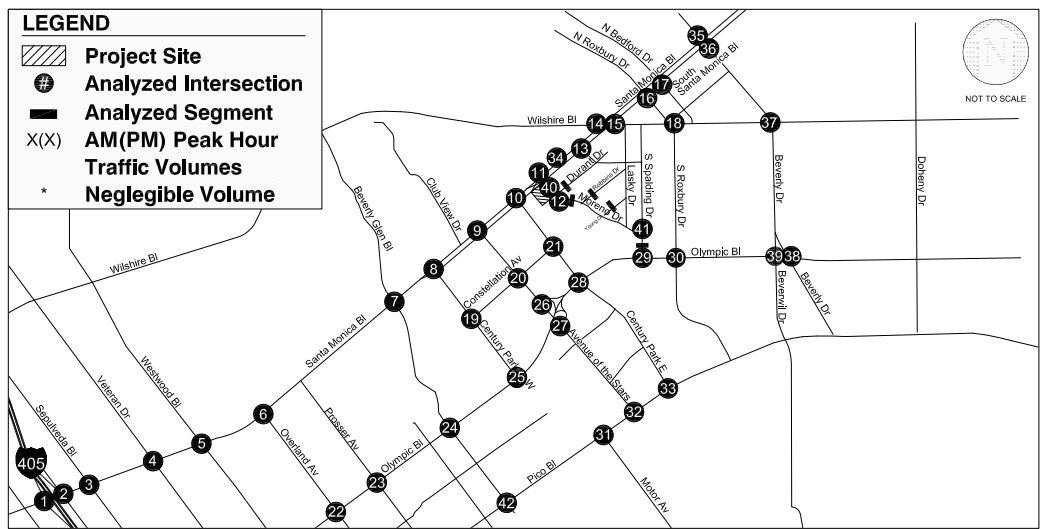
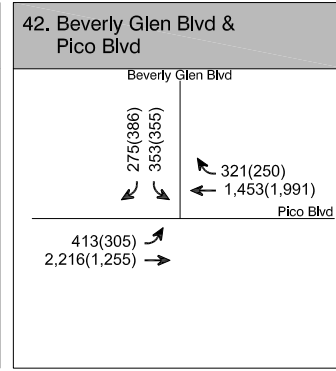
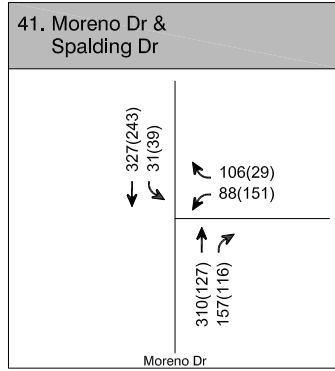
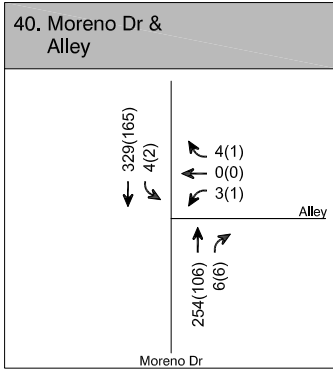


FIGURE 11 (CONT.)  
CUMULATIVE (YEAR 2016) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES



FEHR PEERS

FIGURE 11 (CONT.)  
 CUMULATIVE (YEAR 2016) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

## 4. INTERSECTION TRAFFIC IMPACT ANALYSIS

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

### CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

Thirteen of the study intersections are in the City of Beverly Hills, 24 study intersections are in the City of Los Angeles, and two (Moreno Drive & South Santa Monica Boulevard and Moreno Drive & Durant Drive) straddle the border of the City of Los Angeles and the City of Beverly Hills. Significance criteria established by each City were used to assess the potential for significant project impacts at the intersections in each respective City. For those intersections that share jurisdictions, the City of Los Angeles methodology was used to analyze the intersections.

#### *City of Los Angeles Significance Criteria*

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed Project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

LOS	Final V/C Ratio	Project Related Increase in V/C
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 or F	> 0.900	equal to or greater than 0.010

#### *City of Beverly Hills Significance Criteria*

The City of Beverly Hills has established threshold criteria to determine if a project has a significant traffic impact at a signalized intersection. Based on these standards, a project is considered to have a significant traffic impact if the following conditions are met:

LOS	Final V/C Ratio	Project-Related Increase in V/C
D	> 0.800 - 0.900	equal to or greater than 0.030
E or F	> 0.900	equal to or greater than 0.020

Under these standards, a project would not have a significant impact at an intersection, regardless of the V/C ratio increase, if the intersection is operating at LOS A, B or C under with project traffic conditions.



The City of Beverly Hills also has threshold criteria for determination of significance of project impacts at an un-signalized intersection. Based on these standards, a project is considered to have a significant traffic impact if the project results in an increase in average delay per vehicle as follows:

LOS	Project-Related Increase in Average Total Delay
D	equal to or greater than 4.0 seconds
E	equal to or greater than 3.0 seconds
F	equal to or greater than 3.0 seconds

## EXISTING PLUS PROJECT IMPACT ANALYSIS

### *Existing plus Project Traffic Level of Service*

Existing plus Project traffic volumes presented in Figure 8 were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 7 summarizes the existing plus project LOS. As indicated in Table 7, the following intersections are projected to operate at LOS E or F during one or both peak hours:

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard
3. Sepulveda Boulevard & Santa Monica Boulevard
5. Westwood Boulevard & Santa Monica Boulevard
14. Wilshire Boulevard & North Santa Monica Boulevard
15. Wilshire Boulevard & South Santa Monica Boulevard
22. Overland Avenue & Olympic Boulevard
24. Beverly Glen Boulevard & Olympic Boulevard
29. Spalding Drive & Olympic Boulevard
31. Motor Avenue & Pico Boulevard
34. Merv Griffin Way & North Santa Monica Boulevard

### *Existing plus Project Intersection Impacts*

As shown in Table 7, after applying the aforementioned City of Los Angeles and City of Beverly Hills significant impact criteria, it is determined that the proposed project would not result in any significant impacts to study intersections under existing plus project conditions.

**TABLE 7  
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base		Existing plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**1. Beloit Avenue/US-405 SB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.867	D	0.870	D	0.003	NO
		P.M.	1.256	F	1.262	F	0.006	NO
**2. Cotner Avenue/US-405 NB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.698	C	0.701	C	0.003	NO
		P.M.	0.968	E	0.972	E	0.004	NO
**3. Sepulveda Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.858	D	0.859	D	0.001	NO
		P.M.	0.900	E	0.903	E	0.003	NO
**4. Veteran Drive Santa Monica Boulevard	Los Angeles	A.M.	0.647	B	0.651	B	0.004	NO
		P.M.	0.873	D	0.876	D	0.003	NO
**5. Westwood Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.940	E	0.941	E	0.001	NO
		P.M.	0.857	D	0.860	D	0.003	NO
**6. Overland Avenue Santa Monica Boulevard	Los Angeles	A.M.	0.792	C	0.794	C	0.002	NO
		P.M.	0.789	C	0.795	C	0.006	NO
**7. Beverly Glen Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.845	D	0.847	D	0.002	NO
		P.M.	0.809	D	0.811	D	0.002	NO
**8. Century Park West Santa Monica Boulevard	Los Angeles	A.M.	0.573	A	0.576	A	0.003	NO
		P.M.	0.547	A	0.551	A	0.004	NO
9. Avenue of the Stars Santa Monica Boulevard	Los Angeles	A.M.	0.735	C	0.738	C	0.003	NO
		P.M.	0.612	B	0.615	B	0.003	NO
*10. Century Park East Santa Monica Boulevard	Los Angeles	A.M.	0.599	A	0.601	B	0.002	NO
		P.M.	0.618	B	0.634	B	0.016	NO
**11. Moreno Drive South Santa Monica Boulevard	Los Angeles & Beverly Hills	A.M.	0.801	D	0.805	D	0.004	NO
		P.M.	0.749	C	0.766	C	0.017	NO
12. Moreno Drive Durant Drive	Los Angeles & Beverly Hills	A.M.	0.539	A	0.553	A	0.014	NO
		P.M.	0.235	A	0.243	A	0.008	NO
13. Charleville Drive Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.548	A	0.556	A	0.008	NO
		P.M.	0.547	A	0.551	A	0.004	NO
14. Wilshire Boulevard North Santa Monica Boulevard	Beverly Hills [b]	A.M.	1.046	F	1.047	F	0.001	NO
		P.M.	0.980	E	0.981	E	0.001	NO
15. Wilshire Boulevard South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.910	E	0.915	E	0.005	NO
		P.M.	0.796	C	0.801	D	0.005	NO
16. Roxbury Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.646	B	0.647	B	0.001	NO
		P.M.	0.601	B	0.604	B	0.003	NO
17. Bedford Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.618	B	0.618	B	0.000	NO
		P.M.	0.609	B	0.610	B	0.001	NO
18. Roxbury Drive/Brighton Drive Wilshire Boulevard	Beverly Hills [b]	A.M.	0.632	B	0.633	B	0.001	NO
		P.M.	0.572	A	0.573	A	0.001	NO
**19. Century Park West Constellation Avenue	Los Angeles	A.M.	0.341	A	0.342	A	0.001	NO
		P.M.	0.224	A	0.226	A	0.002	NO
**20. Avenue of the Stars Constellation Avenue	Los Angeles	A.M.	0.552	A	0.552	A	0.000	NO
		P.M.	0.492	A	0.492	A	0.000	NO

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

**TABLE 7 (continued)**  
**EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base		Existing plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**21. Century Park East Constellation Avenue	Los Angeles	A.M. P.M.	0.269 0.487	A A	0.271 0.488	A A	0.002 0.001	NO NO
**22. Overland Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.888 0.920	D E	0.889 0.922	D E	0.001 0.002	NO NO
**23. Prosser Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.636 0.541	B A	0.638 0.542	B A	0.002 0.001	NO NO
**24. Beverly Glen Boulevard Olympic Boulevard	Los Angeles	A.M. P.M.	0.954 0.939	E E	0.956 0.939	E E	0.002 0.000	NO NO
**25. Century Park West Olympic Boulevard	Los Angeles	A.M. P.M.	0.558 0.754	A C	0.561 0.755	A C	0.003 0.001	NO NO
**26. Avenue of the Stars Olympic Boulevard WB Ramps	Los Angeles	A.M. P.M.	0.366 0.328	A A	0.368 0.329	A A	0.002 0.001	NO NO
**27. Avenue of the Stars Olympic Boulevard EB Ramps	Los Angeles	A.M. P.M.	0.408 0.286	A A	0.408 0.288	A A	0.000 0.002	NO NO
**28. Century Park East Olympic Boulevard	Los Angeles	A.M. P.M.	0.622 0.660	B B	0.624 0.660	B B	0.002 0.000	NO NO
*29. Spalding Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.924 0.737	E C	0.934 0.744	E C	0.010 0.007	NO NO
*30. South Roxbury Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.791 0.722	C C	0.791 0.723	C C	0.000 0.001	NO NO
**31. Motor Avenue Pico Boulevard	Los Angeles	A.M. P.M.	0.703 0.936	C E	0.704 0.938	C E	0.001 0.002	NO NO
**32. Avenue of the Stars Pico Boulevard	Los Angeles	A.M. P.M.	0.633 0.589	B A	0.634 0.590	B A	0.001 0.001	NO NO
**33. Century Park East Pico Boulevard	Los Angeles	A.M. P.M.	0.643 0.619	B B	0.644 0.619	B B	0.001 0.000	NO NO
34. Merv Griffin Way North Santa Monica Boulevard [a]	Beverly Hills [b]	A.M. P.M.	24.1 36.8	C E	24.1 37.2	C E	0 s .4 s	NO NO
35. Beverly Drive North Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.792 0.835	C D	0.792 0.836	C D	0.000 0.001	NO NO
36. Beverly Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.756 0.750	C C	0.757 0.751	C C	0.001 0.001	NO NO
37. Beverly Drive Wilshire Boulevard	Beverly Hills [b]	A.M. P.M.	0.727 0.795	C C	0.728 0.796	C C	0.001 0.001	NO NO
*38. Beverly Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.734 0.720	C D	0.735 0.721	C D	0.001 0.001	NO NO
*39. Beverwil Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.808 0.769	D C	0.808 0.771	D C	0.000 0.002	NO NO
40. Moreno Drive Alley [a]	Beverly Hills [b]	A.M. P.M.	12.9 9.4	B A	13.2 9.4	B A	.3 s 0 s	NO NO
41. Moreno Drive Spalding Drive [a]	Beverly Hills [b]	A.M. P.M.	17.3 13.9	C B	17.8 14.1	C B	.5 s .2 s	NO NO
**42. Beverly Glen Boulevard Pico Blvd	Los Angeles	A.M. P.M.	0.681 0.696	B B	0.682 0.697	B B	0.001 0.001	NO NO

Notes:

\* Intersection is currently operating under ATCS system.

\*\* Intersection is currently operating under ATCS and ATCS systems.

\*\*\* Denotes stop-controlled intersection operating at overflow conditions; delay of controlled approach cannot be calculated.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

## FUTURE PLUS PROJECT IMPACT ANALYSIS

### ***Future Base Traffic Conditions***

The year 2016 future base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 8 summarizes the future LOS. As indicated, 23 of the 42 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following 19 intersections are projected to operate at LOS E or worse during one or both of the peak hours:

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard
3. Sepulveda Boulevard & Santa Monica Boulevard
4. Veteran Drive & Santa Monica Boulevard
5. Westwood Boulevard & Santa Monica Boulevard
6. Overland Avenue & Santa Monica Boulevard
7. Beverly Glen Boulevard & Santa Monica Boulevard
9. Avenue of the Stars & Santa Monica Boulevard
11. Moreno Drive & South Santa Monica Boulevard
14. Wilshire Boulevard & North Santa Monica Boulevard
15. Wilshire Boulevard & South Santa Monica Boulevard
22. Overland Avenue & Olympic Boulevard
24. Beverly Glen Boulevard & Olympic Boulevard
29. Spalding Drive & Olympic Boulevard
31. Motor Avenue & Pico Boulevard
34. Merv Griffin Way & North Santa Monica Boulevard
35. Beverly Drive & North Santa Monica Boulevard
36. Beverly Drive & South Santa Monica Boulevard
37. Beverly Drive & Wilshire Boulevard

### ***Future plus Project Traffic Conditions***

The resulting future plus project peak hour traffic volumes, illustrated in Figure 11, were analyzed to determine the projected future operating conditions with the addition of the proposed Project traffic. The results of the future plus project analysis are also presented in Table 8. As shown in the table, 23 of the 42 study intersections are projected to operate at LOS D or better during the morning and/or afternoon peak hours. The following 19 intersections are projected to operate at LOS E or worse during one or both of the peak hours:

**TABLE 8  
FUTURE (YEAR 2016) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Cumulative Base (Year 2016)		Cumulative plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**1. Beloit Avenue/US-405 SB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.942	E	0.945	E	0.003	NO
		P.M.	1.446	F	1.451	F	0.005	NO
**2. Cotner Avenue/US-405 NB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.762	C	0.765	C	0.003	NO
		P.M.	1.090	F	1.094	F	0.004	NO
**3. Sepulveda Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.988	E	0.989	E	0.001	NO
		P.M.	1.200	F	1.203	F	0.003	NO
**4. Veteran Drive Santa Monica Boulevard	Los Angeles	A.M.	0.714	C	0.718	C	0.004	NO
		P.M.	1.061	F	1.065	F	0.004	NO
**5. Westwood Boulevard Santa Monica Boulevard	Los Angeles	A.M.	1.076	F	1.077	F	0.001	NO
		P.M.	0.991	E	0.994	E	0.003	NO
**6. Overland Avenue Santa Monica Boulevard	Los Angeles	A.M.	0.915	E	0.918	E	0.003	NO
		P.M.	0.899	D	0.904	E	0.005	NO
**7. Beverly Glen Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.989	E	0.991	E	0.002	NO
		P.M.	0.957	E	0.959	E	0.002	NO
**8. Century Park West Santa Monica Boulevard	Los Angeles	A.M.	0.703	C	0.705	C	0.002	NO
		P.M.	0.710	C	0.714	C	0.004	NO
9. Avenue of the Stars Santa Monica Boulevard	Los Angeles	A.M.	1.014	F	1.017	F	0.003	NO
		P.M.	0.690	B	0.693	B	0.003	NO
**10. Century Park East Santa Monica Boulevard	Los Angeles	A.M.	0.605	A	0.607	B	0.002	NO
		P.M.	0.721	C	0.737	C	0.016	NO
**11. Moreno Drive South Santa Monica Boulevard	Los Angeles & Beverly Hills	A.M.	0.926	E	0.930	E	0.004	NO
		P.M.	0.925	E	0.932	E	0.007	NO
12. Moreno Drive Durant Drive	Los Angeles & Beverly Hills	A.M.	0.571	A	0.586	A	0.015	NO
		P.M.	0.276	A	0.284	A	0.008	NO
13. Charleville Drive Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.639	B	0.647	B	0.008	NO
		P.M.	0.698	B	0.702	C	0.004	NO
14. Wilshire Boulevard North Santa Monica Boulevard	Beverly Hills [b]	A.M.	1.197	F	1.198	F	0.001	NO
		P.M.	1.195	F	1.195	F	0.000	NO
15. Wilshire Boulevard South Santa Monica Boulevard	Beverly Hills [b]	A.M.	1.094	F	1.099	F	0.005	NO
		P.M.	0.990	E	0.995	E	0.005	NO
16. Roxbury Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.764	C	0.765	C	0.001	NO
		P.M.	0.779	C	0.782	C	0.003	NO
17. Bedford Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.727	C	0.728	C	0.001	NO
		P.M.	0.862	D	0.863	D	0.001	NO
18. Roxbury Drive/Brighton Drive Wilshire Boulevard	Beverly Hills [b]	A.M.	0.812	D	0.812	D	0.000	NO
		P.M.	0.840	D	0.842	D	0.002	NO
**19. Century Park West Constellation Avenue	Los Angeles	A.M.	0.377	A	0.379	A	0.002	NO
		P.M.	0.283	A	0.285	A	0.002	NO
**20. Avenue of the Stars Constellation Avenue	Los Angeles	A.M.	0.597	A	0.597	A	0.000	NO
		P.M.	0.657	B	0.657	B	0.000	NO

Notes:

\* Intersection is currently operating under ATSC system.

\*\* Intersection is currently operating under ATSC and ATCS systems.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is a two-way or four-way stop-controlled intersection. Level of service assumes 1,200 vehicles per lane per hour instead of 1,500 vehicles per lane per hour for a signalized intersection.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

**TABLE 8 (continued)**  
**FUTURE (YEAR 2016) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Cumulative Base (Year 2016)		Cumulative plus Project		Project Increase	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
**21. Century Park East Constellation Avenue	Los Angeles	A.M.	0.302	A	0.304	A	0.002	NO
		P.M.	0.556	A	0.558	A	0.002	NO
**22. Overland Avenue Olympic Boulevard	Los Angeles	A.M.	1.040	F	1.041	F	0.001	NO
		P.M.	1.074	F	1.077	F	0.003	NO
**23. Prosser Avenue Olympic Boulevard	Los Angeles	A.M.	0.724	C	0.725	C	0.001	NO
		P.M.	0.611	B	0.612	B	0.001	NO
**24. Beverly Glen Boulevard Olympic Boulevard	Los Angeles	A.M.	1.075	F	1.077	F	0.002	NO
		P.M.	1.049	F	1.050	F	0.001	NO
**25. Century Park West Olympic Boulevard	Los Angeles	A.M.	0.609	B	0.611	B	0.002	NO
		P.M.	0.870	D	0.872	D	0.002	NO
**26. Avenue of the Stars Olympic Boulevard WB Ramps	Los Angeles	A.M.	0.511	A	0.513	A	0.002	NO
		P.M.	0.464	A	0.467	A	0.003	NO
**27. Avenue of the Stars Olympic Boulevard EB Ramps	Los Angeles	A.M.	0.534	A	0.534	A	0.000	NO
		P.M.	0.355	A	0.357	A	0.002	NO
**28. Century Park East Olympic Boulevard	Los Angeles	A.M.	0.683	B	0.685	B	0.002	NO
		P.M.	0.728	C	0.728	C	0.000	NO
*29. Spalding Drive Olympic Boulevard	Beverly Hills [b]	A.M.	1.001	F	1.011	F	0.010	NO
		P.M.	0.808	D	0.815	D	0.007	NO
*30. South Roxbury Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.856	D	0.857	D	0.001	NO
		P.M.	0.790	C	0.791	C	0.001	NO
**31. Motor Avenue Pico Boulevard	Los Angeles	A.M.	0.806	D	0.807	D	0.001	NO
		P.M.	1.049	F	1.050	F	0.001	NO
**32. Avenue of the Stars Pico Boulevard	Los Angeles	A.M.	0.733	C	0.733	C	0.000	NO
		P.M.	0.680	B	0.681	B	0.001	NO
**33. Century Park East Pico Boulevard	Los Angeles	A.M.	0.739	C	0.740	C	0.001	NO
		P.M.	0.821	D	0.821	D	0.000	NO
34. Merv Griffin Way North Santa Monica Boulevard [a]	Beverly Hills [b]	A.M.	***	F	***	F	**	NO
		P.M.	***	F	***	F	**	NO
35. Beverly Drive North Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.916	E	0.918	E	0.002	NO
		P.M.	1.207	F	1.208	F	0.001	NO
36. Beverly Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.941	E	0.942	E	0.001	NO
		P.M.	0.888	D	0.889	D	0.001	NO
37. Beverly Drive Wilshire Boulevard	Beverly Hills [b]	A.M.	0.865	D	0.865	D	0.000	NO
		P.M.	1.055	F	1.056	F	0.001	NO
*38. Beverly Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.843	D	0.844	D	0.001	NO
		P.M.	0.854	D	0.859	D	0.005	NO
*39. Beverwil Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.875	D	0.876	D	0.001	NO
		P.M.	0.836	D	0.837	D	0.001	NO
40. Moreno Drive Alley [a]	Beverly Hills [b]	A.M.	13.3	B	13.7	B	.4 s	NO
		P.M.	9.5	A	9.5	A	0 s	NO
41. Moreno Drive Spalding Drive [a]	Beverly Hills [b]	A.M.	18.8	C	22.7	C	3.9 s	NO
		P.M.	14.5	B	14.8	B	.3 s	NO
**42. Beverly Glen Boulevard Pico Blvd	Los Angeles	A.M.	0.740	C	0.741	C	0.001	NO
		P.M.	0.775	C	0.775	C	0.000	NO

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

\*\*\* Denotes stop-controlled intersection operating at overflow conditions; delay of controlled approach cannot be calculated.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

1. Beloit Avenue/I-405 Southbound Ramps & Santa Monica Boulevard
2. Cotner Avenue/I-405 Northbound Ramps & Santa Monica Boulevard
3. Sepulveda Boulevard & Santa Monica Boulevard
4. Veteran Drive & Santa Monica Boulevard
5. Westwood Boulevard & Santa Monica Boulevard
6. Overland Avenue & Santa Monica Boulevard
7. Beverly Glen Boulevard & Santa Monica Boulevard
9. Avenue of the Stars & Santa Monica Boulevard
11. Moreno Drive & South Santa Monica Boulevard
14. Wilshire Boulevard & North Santa Monica Boulevard
15. Wilshire Boulevard & South Santa Monica Boulevard
22. Overland Avenue & Olympic Boulevard
24. Beverly Glen Boulevard & Olympic Boulevard
29. Spalding Drive & Olympic Boulevard
31. Motor Avenue & Pico Boulevard
34. Merv Griffin Way & North Santa Monica Boulevard
35. Beverly Drive & North Santa Monica Boulevard
36. Beverly Drive & South Santa Monica Boulevard
37. Beverly Drive & Wilshire Boulevard

#### ***Future plus Project Intersection Impacts***

As shown in Table 8, using the criteria for determination of significant impacts, the proposed Project would not create significant traffic impacts at any of the analyzed intersections under cumulative plus project conditions.

#### **INTERSECTION MITIGATION MEASURES**

The traffic impact analysis determined that the Project would result in no significant impacts at any of the study intersections under both existing plus project and future plus project conditions. Therefore, no mitigation measures would be required.

## 5. NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS

This chapter presents the results of an analysis conducted regarding the potential for project impacts on local residential streets in neighborhoods near the project. The analysis was conducted on five residential street segments to the south and east of the Project Site, each of which is in the City of Beverly Hills. These streets were selected in conjunction with City of Beverly Hills as they were determined to have a greater likelihood of neighborhood cut through traffic from the project. The significance of potential impacts was assessed using criteria established by the City of Beverly Hills.

24-hour machine counts were conducted on the five analyzed street segments in November 2010. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 1% per year as well as anticipated traffic from cumulative projects that could be constructed by 2016. The net new Project trips were assigned to the street network based on the Project trip distribution pattern presented in Chapter 3 and were added to the future base projection to obtain future plus project projections.

### NEIGHBORHOOD STREET IMPACTS

Under the City of Beverly Hills guidelines, a project impact on a local residential street would be considered significant if the projected increase in daily or peak hour traffic volumes is as follows:

Average Daily Traffic	Project-Related Increase in Traffic
Less than 2,000	Project increases ADT and/or peak hour traffic by 16%
2,001 to 4,000	Project increases ADT and/or peak hour traffic by 12%
4,001 to 6,750	Project increases ADT and/or peak hour traffic by 8%
Greater than 6,750	Project increases ADT and/or peak hour traffic by 6.25%

Daily traffic volumes for the existing and projected future conditions are summarized in Table 9 and 10, respectively. Peak hour segment traffic volumes are summarized in Tables 11 and 12. As shown, the proposed Project is not projected to have a significant impact on the five analyzed neighborhood street segments. As no significant impacts are anticipated along the study street segments, no mitigation measures would be required.

As indicated in Tables 9 through 12, the proposed Project would not create any significant impacts at any of the analyzed street segments.



**TABLE 9  
NEIGHBORHOOD STREET IMPACT ANALYSIS - DAILY VOLUME ANALYSIS  
EXISTING CONDITIONS**

Street Segment	Weekday Two Way Daily	With Project Impact Analysis				
	Existing Base	Project Only	Existing plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	2,800	83	2,883	3.0%	12%	NO
Moreno Drive south of Durant Drive	4,052	160	4,212	3.9%	8%	NO
Spalding Drive north of Olympic Boulevard	9,855	172	10,027	1.7%	6.25%	NO
Robbins Drive east of Moreno Drive	3,287	0	3,287	0.0%	12%	NO
Young Drive east of Moreno Drive	481	0	481	0.0%	16%	NO

Notes:

[a] Uses City of Beverly Hills impact criteria for residential street segments.

**TABLE 10  
NEIGHBORHOOD STREET IMPACT ANALYSIS - PEAK HOUR ANALYSIS  
EXISTING CONDITIONS**

**AM PEAK HOUR**

Street Segment	Weekday Two-Way Peak Hour Volume	With Project Impact Analysis				
	Existing Base	Project Only	Existing plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	481	11	492	2.3%	16%	NO
Moreno Drive south of Durant Drive	613	21	634	3.4%	8%	NO
Spalding Drive north of Olympic Boulevard	916	21	937	3.4%	6.25%	NO
Robbins Drive east of Moreno Drive	502	0	502	0.0%	12%	NO
Young Drive east of Moreno Drive	112	0	112	0.0%	16%	NO

**PM PEAK HOUR**

Street Segment	Weekday Two-Way Peak Hour Volume	With Project Impact Analysis				
	Existing Base	Project Only	Existing plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	219	6	225	2.7%	16%	NO
Moreno Drive south of Durant Drive	330	11	341	3.3%	8%	NO
Spalding Drive north of Olympic Boulevard	797	12	809	1.5%	6.25%	NO
Robbins Drive east of Moreno Drive	223		223	0.0%	12%	NO
Young Drive east of Moreno Drive	22		22	0.0%	16%	NO

Notes:

[a] Uses City of Beverly Hills impact criteria for residential street segments.

**TABLE 11  
NEIGHBORHOOD STREET IMPACT ANALYSIS - DAILY VOLUME ANALYSIS  
CUMULATIVE CONDITIONS**

Street Segment	Weekday Two-Way Daily Volume		With Project Impact Analysis				
	Existing Base	Cumulative Base	Project Only	Cumulative plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	2,800	2,940	83	3,023	2.8%	16%	NO
Moreno Drive south of Durant Drive	4,052	4,293	160	4,453	3.7%	8%	NO
Spalding Drive north of Olympic Boulevard	9,855	10,406	172	10,578	1.7%	6.25%	NO
Robbins Drive east of Moreno Drive	3,287	3,451	0	3,451	0.0%	12%	NO
Young Drive east of Moreno Drive	481	505	0	505	0.0%	16%	NO

Notes:

[a] Uses City of Beverly Hills impact criteria for residential street segments.

**TABLE 12  
NEIGHBORHOOD STREET IMPACT ANALYSIS - PEAK HOUR ANALYSIS  
CUMULATIVE CONDITIONS**

**AM PEAK HOUR**

Street Segment	Weekday Two-Way Peak Hour Volume		With Project Impact Analysis				
	Existing Base	Cumulative Base	Project Only	Cumulative plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	481	512	11	523	2.1%	16%	NO
Moreno Drive south of Durant Drive	613	651	21	672	3.2%	8%	NO
Spalding Drive north of Olympic Boulevard	916	998	21	1,019	2.1%	6%	NO
Moreno Drive south of Durant Drive	502	534	0	534	0.0%	12%	NO
Spalding Drive north of Olympic Boulevard	112	154	0	154	0.0%	16%	NO

**PM PEAK HOUR**

Street Segment	Weekday Two-Way Peak Hour Volume		With Project Impact Analysis				
	Existing Base	Cumulative Base	Project Only	Cumulative plus Project	Project % Increase	Impact Criteria [a]	Significant Impact?
Durant Drive east of Moreno Drive	219	236	6	242	2.5%	16%	NO
Moreno Drive south of Durant Drive	330	392	11	403	2.8%	8%	NO
Spalding Drive north of Olympic Boulevard	797	925	12	937	1.3%	6%	NO
Moreno Drive south of Durant Drive	223	279	0	279	0.0%	12%	NO
Spalding Drive north of Olympic Boulevard	22	111	0	111	0.0%	16%	NO

Notes:

[a] Uses City of Beverly Hills impact criteria for residential street segments.

## 6. REGIONAL TRANSPORTATION SYSTEM IMPACT ANALYSIS

This section presents an analysis of potential impacts on the regional transportation system. This analysis was conducted in accordance with the procedures outlined in *Congestion Management Program for Los Angeles County* (CMP) (Metro, 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

### REGIONAL TRAFFIC IMPACT ANALYSIS

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

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

### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ )

If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ).

#### **Arterial Monitoring Stations**

The two CMP arterial monitoring stations closest to the Project Site are also study intersections:

- Wilshire Boulevard & North Santa Monica Boulevard – The Project is expected to add approximately five trips in the AM peak hour and three trips in the PM peak hour.
- Westwood Boulevard & Santa Monica Boulevard – The Project is expected to add approximately 23 trips in the AM peak hour and 26 trips in the PM peak hour.

The Project is not expected to add more than 50 vehicle trips during the AM and PM peak hours at either of these intersections, thus not requiring further review using CMP criteria. Nevertheless, the CMP considers a project impact on a CMP arterial monitoring intersection to be regionally significant if the addition of project traffic increases the V/C ratio by 2% or more of capacity ( $\geq 0.020$ ) at an intersection projected to operate at LOS F after the addition of project traffic. An analysis of the V/C ratios and LOS shown in Table 8 shows that, although both intersections are expected to operate at LOS E or F in the buildout year of 2016, the Project would not increase the V/C ratio by 2% or more at these intersections, and therefore would not have a regionally significant impact under the CMP.

## **FREEWAYS**

The Project Site is approximately 2.25 miles east of I-405. The CMP freeway monitoring station closest to the Project Site is I-405 at Venice Boulevard. Based on the Project distribution patterns shown in Figure 8, approximately 15% of the Project trips would be distributed to I-405: 10% to/from south I-405, and 5% to/from north I-405.

According to the trip generation estimates shown in Table 5 and trip distribution estimates presented in Figure 4, the Project is projected to result in an increase of 10 trips in the morning and 11 trips in the evening peak hour on I-405, south of the Santa Monica Boulevard and an increase of approximately five trips in the morning and six trips in the evening peak hour on I-405, north of Santa Monica Boulevard. Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required for CMP purposes.

## **REGIONAL TRANSIT IMPACT ANALYSIS**

Potential increases in transit person trips generated by the proposed Project were estimated. Appendix B-4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix B-4 of the 2004 CMP recommends observing the fixed-route local bus services within ¼ mile of the Project Site and express bus routes and rail service within two miles of the Project Site.

Within ¼ mile of the Project Site, Metro operates two Rapid bus lines, one express line and three local lines. Within ½ mile of the Project Site, Metro operates three Rapid bus lines, an express bus line, and four local lines. Other municipal bus agencies provide express and local bus service within ½ mile of the Project Site.

The proposed Project would have an estimated increase in vehicle trip generation of approximately 96 net vehicle trips during the AM peak hour and 108 during the PM peak hour. Applying the AVR factor of 1.4 to the estimated vehicle trips results in an estimated increase of approximately 134 and 151 person trips during the AM and PM peak hours, respectively. The CMP provides that, of the total net person trips of a project, 10% of a primarily residential project be assigned as transit riders. Following this approach, the project would generate an estimated increase in transit riders of 14 transit trips during the AM peak hour and 16 transit trips during the PM peak hour, and no significant impacts to the transit system would be anticipated.

## 7. SITE ACCESS, PARKING AND CIRCULATION

### PROJECT ACCESS PLAN

The proposed Project would have three driveways:

- A right-turn-in/right-turn-out driveway from Santa Monica Boulevard on the northwest side of the Project Site would provide access to the parking structure, valet and on-site loading area for commercial vehicles. From this entrance, visitors and residents could have their cars parked by valet attendants, or building residents could travel to the parking garage.
- A right-turn exit-only driveway onto South Santa Monica Boulevard, located east of the aforementioned driveway, will allow exiting onto eastbound South Santa Monica Boulevard.

A full-access driveway will be located along the eastern side of the Project Site on Moreno Drive, approximately mid-block between Santa Monica Boulevard and Durant Drive. Vehicles will be able to enter this driveway by either turning right from southbound Moreno Drive or left from northbound Moreno Drive. Vehicles could also exit from this driveway and turn left or right out of the site onto Moreno Drive. The Moreno Drive Driveway is proposed to be closed to vehicular access during weekday morning and afternoon peak periods to facilitate traffic access to/from Beverly Hills High School. Figure 12 shows the estimated volumes of inbound/outbound vehicles during the morning and the evening peak hour.

#### **Level of Service Analysis for Project Driveways**

A level of service analysis was conducted to evaluate the ability of the project access plan to accommodate the anticipated traffic levels at the access points. For future with project conditions, through traffic on South Santa Monica Boulevard was interpolated from traffic cumulative plus project traffic projects discussed in Chapter 3.

All three driveway locations will be un-signalized and stop-controlled and were analyzed using the Two-Way Stop methodology from *2000 Highway Capacity Manual (HCM)*. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in Table 3. Driveway analysis LOS worksheets are included in Appendix C. The following table shows the results of the LOS analysis at three driveways:

Driveway Location	Peak Hour	Delay (seconds)	LOS
Santa Monica Boulevard Driveway – right-turn in/right-turn out	AM PM	12.1 15.8	B C
Santa Monica Boulevard Driveway – right-turn out (exit only)	AM PM	11.7 14.9	B B
Moreno Drive – full access driveway	<i>Driveway is proposed to be closed during the morning and afternoon periods.</i>		

As shown, the two driveway locations open during the weekday morning and evening peak period are projected to operate at acceptable LOS (LOS C or under) under future with project conditions.



NOT TO SCALE

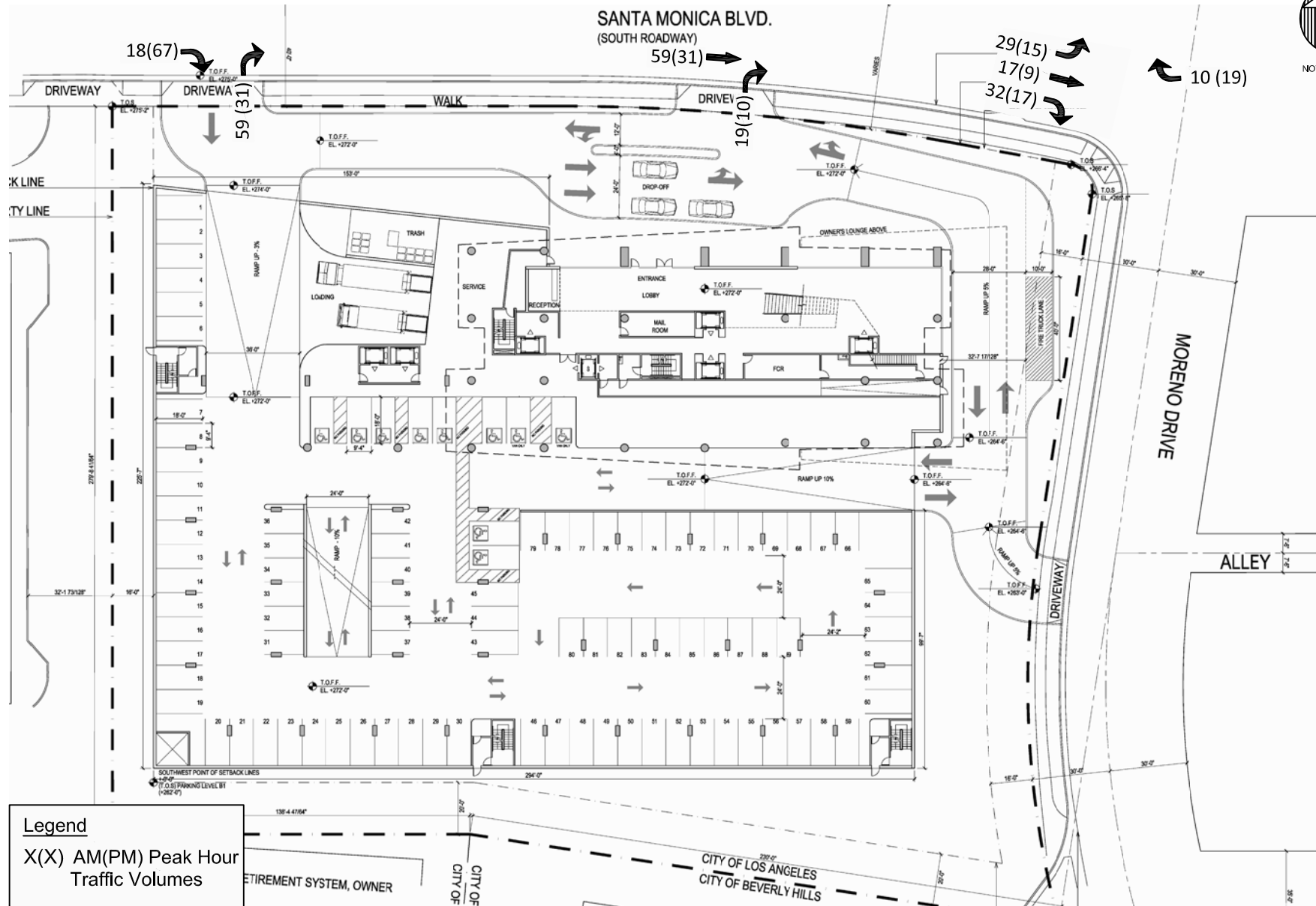


FIGURE 12  
ESTIMATED PROJECT TRAFFIC AT PROJECT DRIVEWAYS



## **PARKING**

The proposed Project would provide 708 parking spaces in a parking structure located adjacent to the residential building. The parking analysis for the proposed Project was conducted by comparing the parking supply to the Los Angeles Municipal Code (LAMC) requirements.

### **LAMC CODE REQUIREMENTS**

For this project, parking was analyzed using the City Planning Department's "Residential Parking Policy for Division of Land – No. AA 2000-1," which establishes a standard for new condominiums and condominium conversions of two spaces per unit plus 0.25 spaces per unit for guest parking in non-parking congested areas or 0.5 spaces per unit for guest parking in parking congested areas. The Project is considered to be in a congested parking area of Los Angeles, thus resulting in a requirement of 708 parking spaces for the residential uses. The Project's proposed parking supply of 708 spaces would therefore satisfy the LAMC requirements.

## 8. CONSTRUCTION PERIOD IMPACT ANALYSIS

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LAMC provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

### CONSTRUCTION TRAFFIC

Construction of the project would begin in late 2012 or early 2013 with full occupancy expected by 2016. Site construction will consist of five overlapping phases: mass site grading, fine site grading and foundations, building construction, paving, and architectural coatings. The total construction time is estimated at 36 months from start to finish. The following table provides a tentative approximate schedule per phase:

Phase	Duration (months)
Mass site grading	2.0
Fine site grading & foundations	12.0
Building construction	30.0
Paving	1.5
Architectural coating	6.0

\* Includes construction delivery trips.

Construction worker and construction truck trip generation estimates were provided by the PCR services Corporation.

### **Construction Trucks**

The mass site grading phase of the project is estimated to generate an average of about 29 truck trips per day over the approximately two-month excavation period. Hauling hours of 8:30 AM to 4:30 PM are anticipated during the summer school break; during the school year, the hours would be coordinated with the adjacent Beverly Hills High School to alleviate congestion at peak school times.

The haul route for the project will most likely be Santa Monica Boulevard to/from I-405. Trucks would enter and exit from the west end of the site on Santa Monica Boulevard. Trucks are expected to be staged off-site and dispatched to the project site as needed.

### **Construction Employees**

The number of construction workers would vary throughout the construction period with the building construction phase generating the highest number of trips. A maximum of 130 construction worker trips are expected to be generated per day during periods of peak construction activity. Construction workers often travel to and from a worksite outside of the typical peak commute hours. The construction activity will generate fewer daily and peak hour trips than are projected for the project once it is completed and occupied (1,189 daily trips, 96 AM peak hour trips, and 108 PM peak hour trips, as shown in Table 5).

Given the level of traffic at some of the study intersections near the project site, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections during the construction period.

## **CONSTRUCTION MITIGATION MEASURES**

The following measures should be taken to alleviate construction period impacts:

- Off-site truck staging should be provided in a legal area furnished by the construction truck contractor. The route to and from the project site should be as follows: enter the west side of the project site from Santa Monica Boulevard and exit by making a left turn from the project site onto Moreno Drive and another left turn onto Santa Monica Boulevard. Trucks should not be permitted to travel along other residential streets to the east and south of the project site nor along Moreno Drive south of Durant Drive adjacent to Beverly Hills High School.
- A flagman should be placed at the truck exit from the project site onto Moreno Drive to control the flow of exiting trucks, to ensure that the exiting trucks turn left (north) onto Moreno Drive, and to coordinate the exiting trucks with the traffic signals at Moreno Drive & Durant Drive and Moreno Drive & Santa Monica Boulevard.
- Deliveries and pick-ups of construction materials should be scheduled during non-peak travel periods and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- During the school year, trucks should not be permitted to exit the site during peak drop-off and pick-up periods for Beverly Hills High School.
- Access should remain unobstructed for land uses in proximity of the project site during project construction.

- Full-time lane closures are not anticipated for the project. Temporary lane closures, when needed, should be scheduled to avoid peak commute hours and peak school drop-off and pick-up hours to the extent possible. In the event of a lane closure, a worksite traffic control plan, approved by the City of Los Angeles, should be implemented to route traffic around any such lane closures.
- A construction management plan should be developed by the contractor and approved by the City of Los Angeles. The construction management plan should include the measures identified above, which mitigate any construction-related impacts, and other measures as may be deemed appropriate. The construction management plan should identify the locations of the off-site truck staging and off-site worker parking to be provided and should detail measures to ensure that trucks use the specified haul route, do not travel through nearby residential neighborhoods, and are scheduled to minimize conflict with peak drop-off and pick-up times for the adjacent Beverly Hills High School.

## 9. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development at 10000 Santa Monica Boulevard in the Century City community of the City of Los Angeles. The following summarizes the results of this analysis:

- The proposed Project consists of the construction of a residential condominium tower with 283 units bordering South Santa Monica Boulevard. The Project would also provide recreational amenities for its residents and parking in a parking structure with two subterranean levels and nine above-grade levels.
- The Project Site is on the south side of South Santa Monica Boulevard at the southwest corner of South Santa Monica Boulevard & Moreno Drive. The Project would provide two vehicular entry points and three exits. Project proposes to close Moreno Drive Driveway during the morning and the evening peak periods. Parking for all visitors to the site would be handled by a valet system. Residents would have the opportunity to utilize the valet services or self-park in designated resident parking spaces in the subterranean garage.
- The Project would generate an estimated 1,189 daily trips, including 96 trips during the AM peak hour and 108 trips during the PM peak hour.
- The LOS analysis for the existing plus project scenario (using both the City of Los Angeles and Beverly Hills significance criteria) determined that the Project would not create any significant traffic impacts at the analyzed intersections.
- The LOS analysis for the future plus project scenario (using both the City of Los Angeles and Beverly Hills significance criteria) determined that the Project would not create any significant traffic impacts at the analyzed intersections.
- It was also determined that the Project would not trigger a significant traffic impact at the three analyzed neighborhood street segments in the City of Beverly Hills.
- Significant CMP arterial, CMP freeway or transit impacts would not be created by the Project; therefore, no mitigation measures would be required.
- The Project's proposed parking supply of 708 spaces would meet the City's parking requirement.

## REFERENCES

*2000 Highway Capacity Manual*, Transportation Research Board, 2000.

*Congestion Management Program for Los Angeles County*, Metro, 2010.

*Traffic Study Policies and Procedures*, LADOT, December 2010.

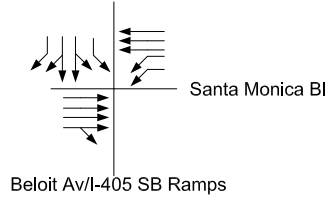
*Trip Generation, 8<sup>th</sup> Edition*, ITE, 2008.

**APPENDIX A:  
LANE CONFIGURATIONS**

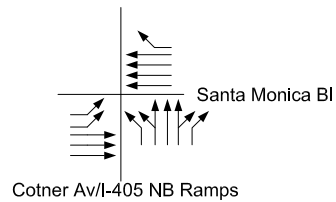
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

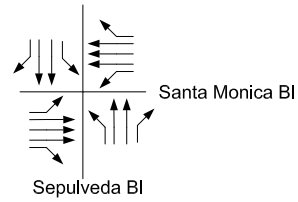
1. Beloit Av/I-405 SB Ramps & Santa Monica BI



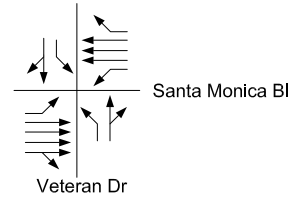
2. Cotner Av/I-405 NB Ramps & Santa Monica BI



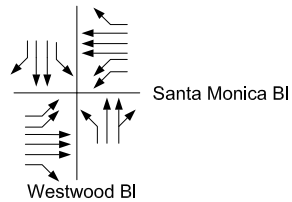
3. Sepulveda BI & Santa Monica BI



4. Veteran Av & Santa Monica BI



5. Westwood BI & Santa Monica BI

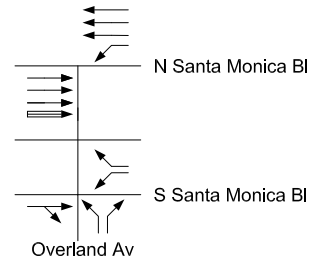




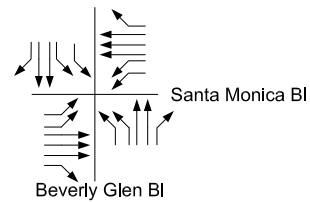
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

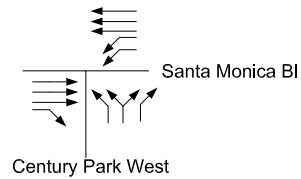
6. Overland Av & Santa Monica BI \*



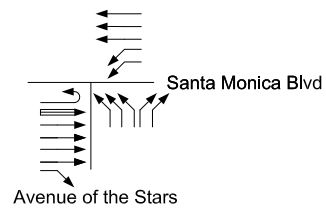
7. Beverly Glen Bl & Santa Monica BI



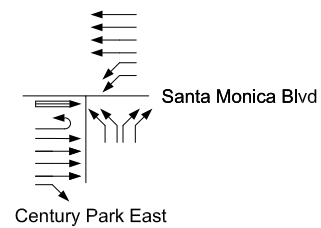
8. Century Park West & Santa Monica BI



9. Avenue of the Stars & Santa Monica BI



10. Century Park East & Santa Monica BI



### LEGEND

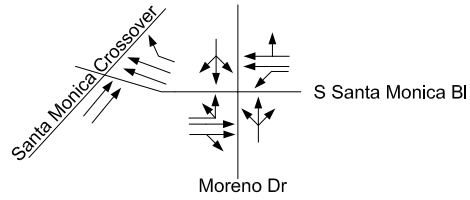
➡ Exclusive Bus Lane

\* Westbound South Santa Monica BI has an exclusive phase

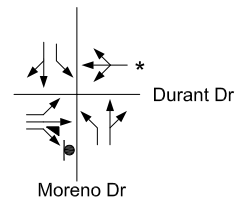
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

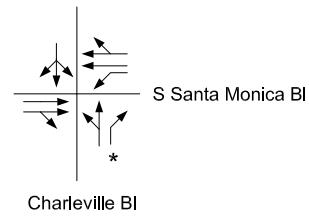
11. Moreno Dr &  
S Santa Monica BI



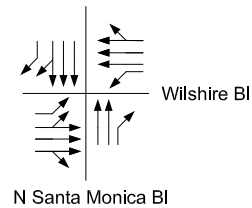
12. Moreno Dr &  
Durant Dr



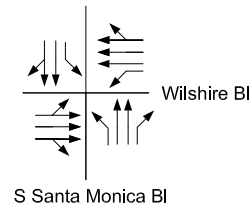
13. Chaleville BI &  
S Santa Monica BI



14. N Santa Monica BI &  
Wilshire BI



15. S Santa Monica BI &  
Wilshire BI



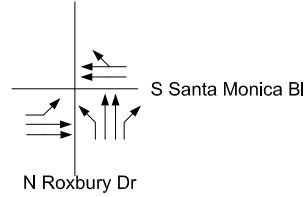
### LEGEND

- \* Functions as separate right turn lane
- Stop sign controlled intersection

# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

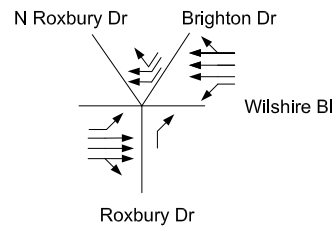
16. N Roxbury Dr &  
S Santa Monica Bl



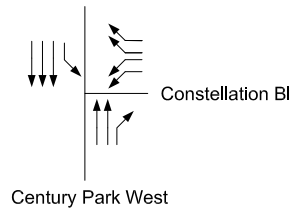
17. N Bedford Dr &  
S Santa Monica Bl



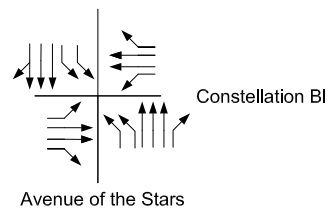
18. N Roxbury Dr/Brighton Dr &  
Wilshire Bl



19. Century Park West &  
Constellation Bl



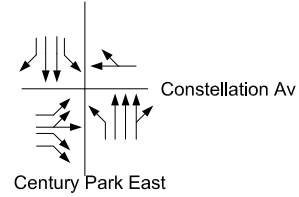
20. Avenue of the Stars &  
Constellation Bl



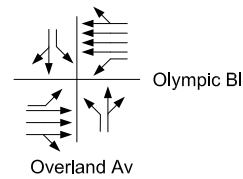
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

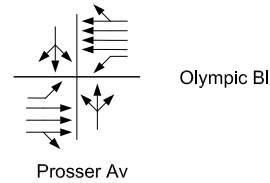
21. Century Park East &  
Constellation Av



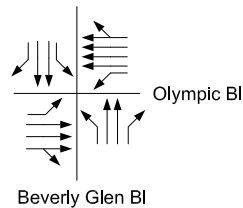
22. Overland Av &  
Olympic Bl



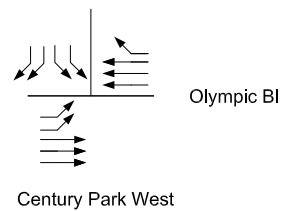
23. Prosser Av &  
Olympic Bl



24. Beverly Glen Bl &  
Olympic Bl



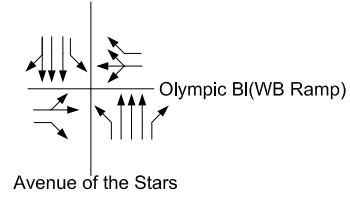
25. Century Park West &  
Olympic Bl



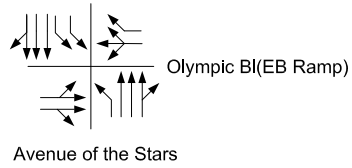
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

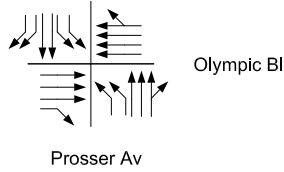
26. Avenue of the Stars &  
Olympic BI (WB Ramp)



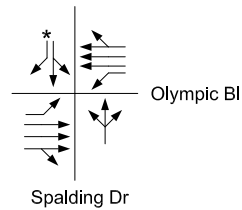
27. Avenue of the Stars &  
Olympic BI (EB Ramp)



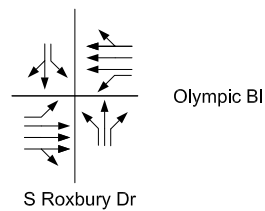
28. Century Park East &  
Olympic BI



29. Spalding Dr &  
Olympic BI



30. S Roxbury Dr &  
Olympic BI



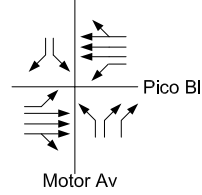
## LEGEND

- \* Functions as separate right turn lane

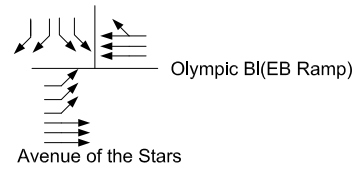
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

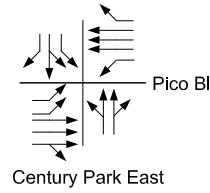
31. Motor Av &  
Pico Bl



32. Avenue of the Stars &  
Pico Bl



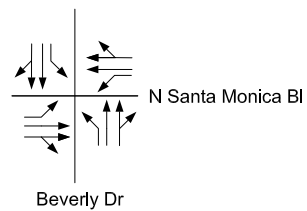
33. Century Park East &  
Pico Bl



34. Merv Griffin Wy &  
N Santa Monica Bl



35. Beverly Dr &  
N Santa Monica Bl



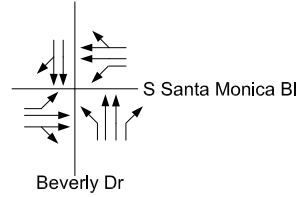
### LEGEND

- Stop sign controlled intersection

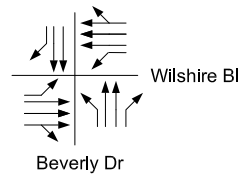
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

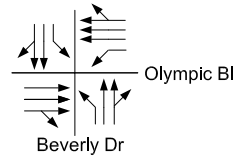
36. Beverly Dr &  
S Santa Monica Bl



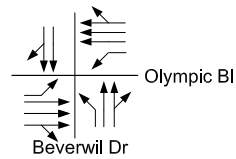
37. Beverly Dr &  
Wilshire Bl



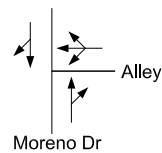
38. Beverly Dr &  
Olympic Bl



39. Beverwil Dr &  
Olympic Bl



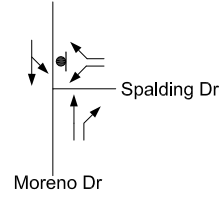
40. Moreno Dr &  
Alley



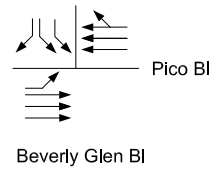
# INTERSECTION LANE CONFIGURATIONS

## EXISTING CONDITIONS

41. Moreno Dr &  
Spalding Dr



42. Beverly Glen BI &  
Pico BI



### LEGEND

- Stop sign controlled intersection



**APPENDIX B:  
TRAFFIC COUNTS**

# Intersection Turning Movement



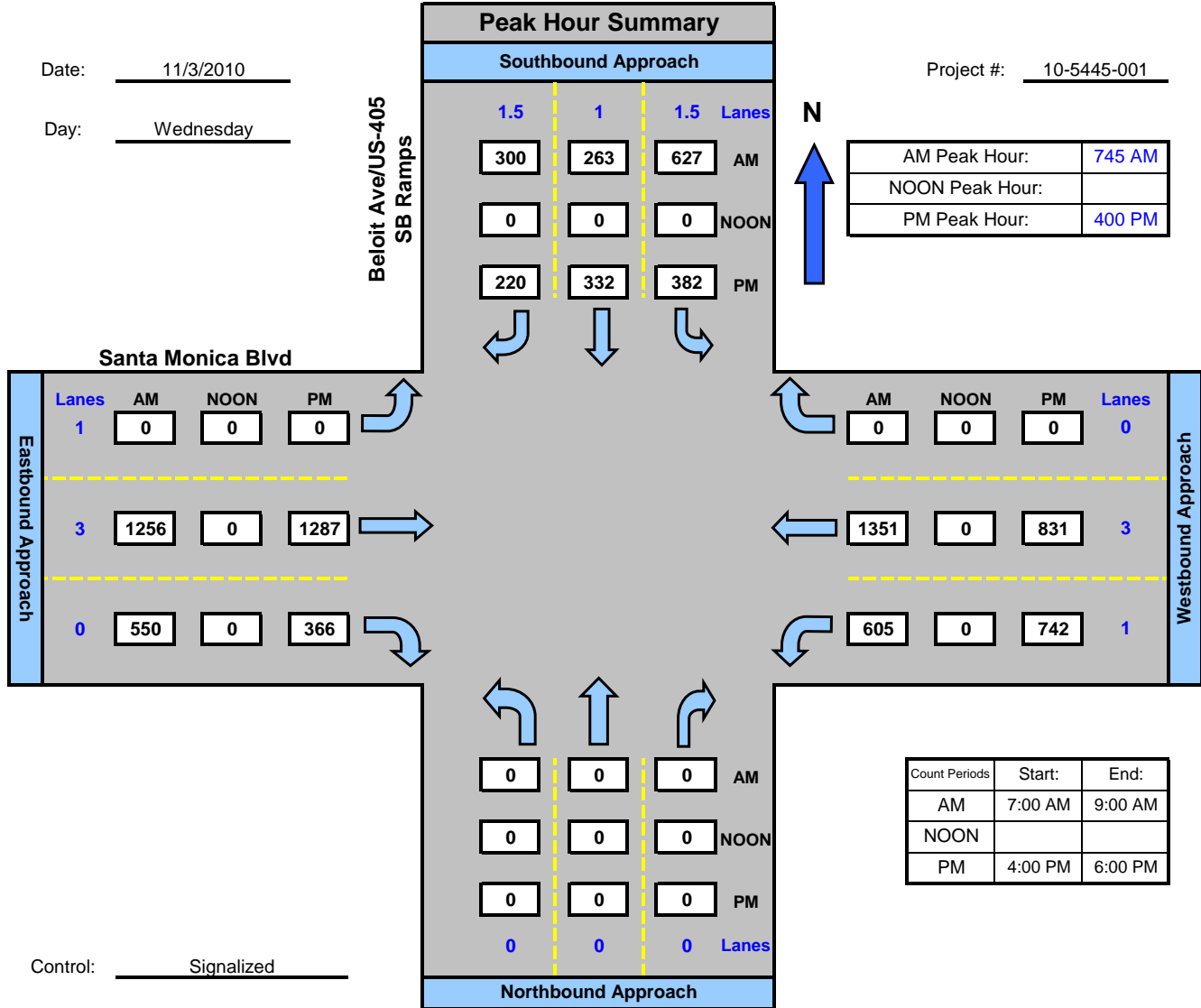
National Data & Surveying Services

## Beloit Ave/US-405 SB Ramps and Santa Monica Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-001



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Beloit Ave/US-405 SB Ramps](#) DATE: [11/03/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Santa Monica Blvd](#)

DAY: [WEDNESDAY](#)

PROJECT# [10-5445-001](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1.5	1	1.5	1	3	0	1	3	0	
7:00 AM				122	44	68		147	104	136	212		833
7:15 AM				136	60	67		216	122	158	339		1098
7:30 AM				139	61	81		268	137	148	380		1214
7:45 AM				160	70	74		285	134	162	385		1270
8:00 AM				161	67	68		327	161	145	324		1253
8:15 AM				147	56	83		294	119	163	333		1195
8:30 AM				159	70	75		350	136	135	309		1234
8:45 AM				144	36	91		312	117	159	323		1182
TOTAL VOLUMES =	0	0	0	1168	464	607	0	2199	1030	1206	2605	0	9279

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	627	263	300	0	1256	550	605	1351	0	4952
PEAK HR. FACTOR:		0.000		0.979				0.925			0.894		0.975

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Beloit Ave/US-405 SB Ramps](#) DATE: [11/03/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Santa Monica Blvd](#)

DAY: [WEDNESDAY](#)

PROJECT# [10-5445-001](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1.5	1	1.5	1	3	0	1	3	0	
4:00 PM				93	96	52		293	98	208	216		1056
4:15 PM				104	74	61		365	93	186	192		1075
4:30 PM				85	100	49		320	100	204	225		1083
4:45 PM				100	62	58		309	75	144	198		946
5:00 PM				117	90	66		229	62	155	168		887
5:15 PM				123	57	40		303	74	154	173		924
5:30 PM				135	77	81		265	76	164	169		967
5:45 PM				145	55	66		353	74	142	195		1030
TOTAL VOLUMES =	0	0	0	902	611	473	0	2437	652	1357	1536	0	7968

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	0	0	382	332	220	0	1287	366	742	831	0	4160
PEAK HR. FACTOR:		0.000		0.969				0.902			0.917		0.960

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:



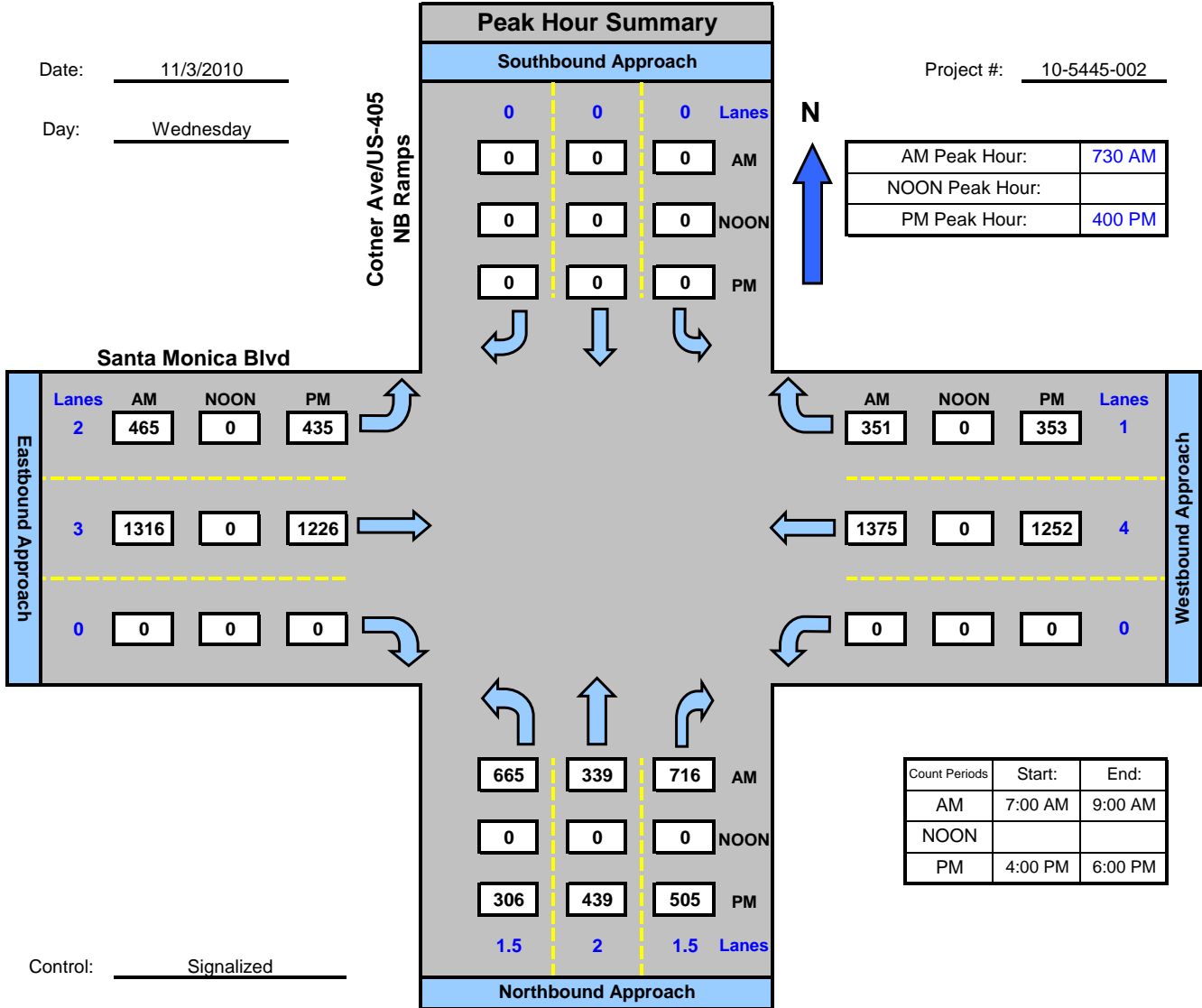
National Data & Surveying Services

## Cotner Ave/US-405 NB Ramps and Santa Monica Blvd , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-002



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cotner Ave/US-405 NB  
Ramps

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.5	2	1.5	0	0	0	2	3	0	0	4	1	
7:00 AM	153	95	172				66	201			193	73	953
7:15 AM	158	75	194				77	278			340	73	1195
7:30 AM	208	87	196				107	300			316	88	1302
7:45 AM	169	81	160				98	348			382	75	1313
8:00 AM	171	89	209				145	340			293	73	1320
8:15 AM	117	82	151				115	328			384	115	1292
8:30 AM	113	68	160				143	360			328	91	1263
8:45 AM	97	71	150				106	357			388	97	1266
TOTAL VOLUMES =	1186	648	1392	0	0	0	857	2512	0	0	2624	685	9904

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	665	339	716	0	0	0	465	1316	0	0	1375	351	5227
PEAK HR. FACTOR:		0.876			0.000			0.918			0.865		0.990

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Cotner Ave/US-405 NB  
Ramps

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	2	1.5	0	0	0	2	3	0	0	4	1	
4:00 PM	86	114	122				116	262			330	93	1123
4:15 PM	71	104	149				120	357			315	103	1219
4:30 PM	92	119	102				111	286			329	85	1124
4:45 PM	57	102	132				88	321			278	72	1050
5:00 PM	66	125	115				81	265			263	63	978
5:15 PM	73	127	125				115	304			253	93	1090
5:30 PM	81	128	107				107	301			253	81	1058
5:45 PM	62	113	94				113	380			273	69	1104
<b>TOTAL VOLUMES =</b>	<b>588</b>	<b>932</b>	<b>946</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>851</b>	<b>2476</b>	<b>0</b>	<b>0</b>	<b>2294</b>	<b>659</b>	<b>8746</b>

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	306	439	505	0	0	0	435	1226	0	0	1252	353	4516
PEAK HR. FACTOR:		0.965			0.000			0.871			0.949		0.926

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



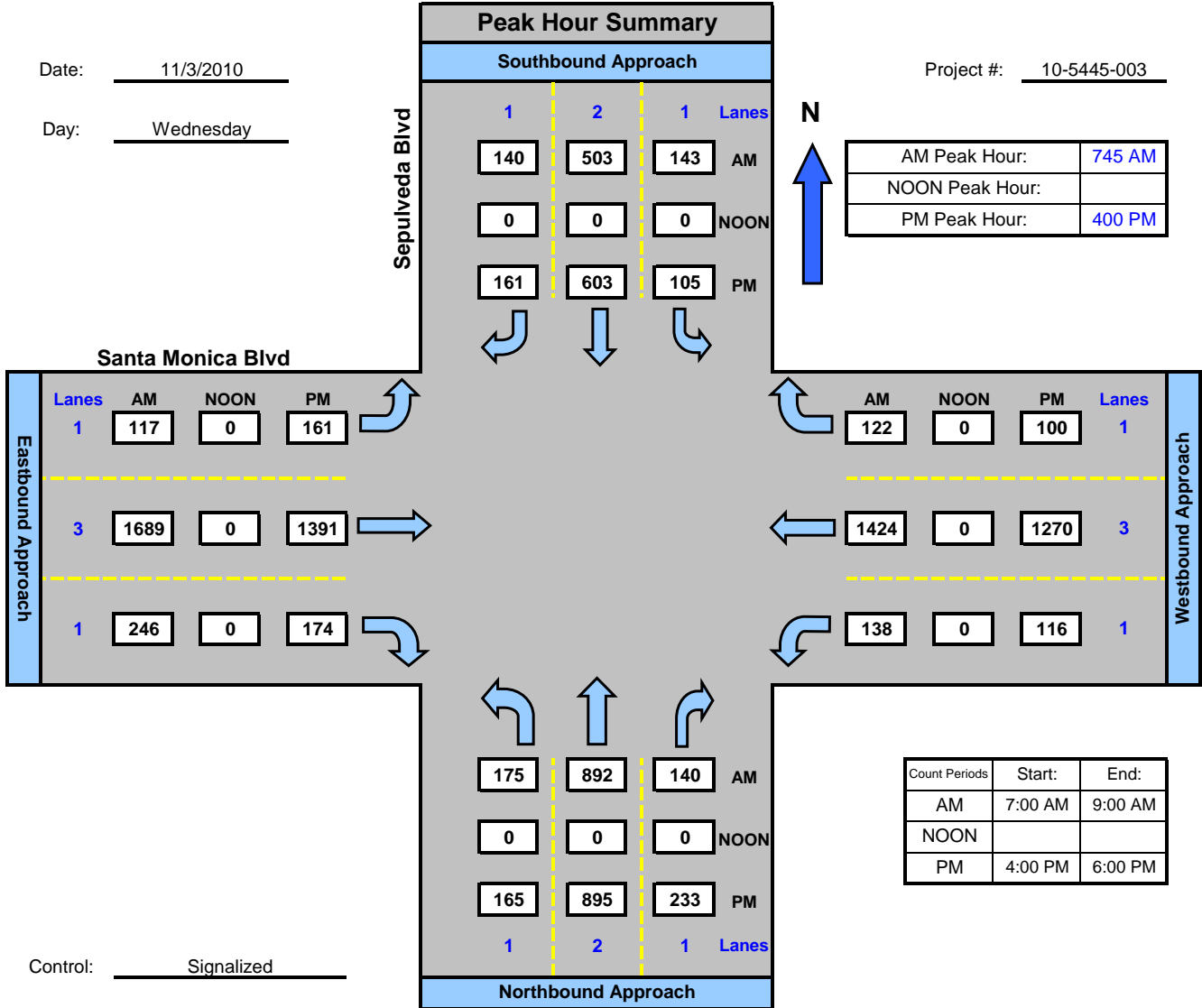
National Data & Surveying Services

## Sepulveda Blvd and Santa Monica Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-003





# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	2	1	1	3	1	1	3	1	
7:00 AM	38	101	25	30	74	28	24	286	68	21	234	19	948
7:15 AM	50	158	34	28	90	31	32	374	60	22	289	22	1190
7:30 AM	59	206	53	28	105	35	27	405	69	29	321	18	1355
7:45 AM	40	235	29	41	124	29	31	403	68	30	352	32	1414
8:00 AM	43	203	35	38	102	32	31	449	71	40	345	25	1414
8:15 AM	55	244	30	39	138	42	30	397	49	30	343	32	1429
8:30 AM	37	210	46	25	139	37	25	440	58	38	384	33	1472
8:45 AM	43	198	38	47	120	39	38	396	70	40	334	32	1395
<b>TOTAL VOLUMES =</b>	<b>365</b>	<b>1555</b>	<b>290</b>	<b>276</b>	<b>892</b>	<b>273</b>	<b>238</b>	<b>3150</b>	<b>513</b>	<b>250</b>	<b>2602</b>	<b>213</b>	<b>10617</b>

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	175	892	140	143	503	140	117	1689	246	138	1424	122	5729
PEAK HR. FACTOR:		0.917			0.897			0.931			0.925		0.973

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sepulveda Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	1	1	3	1	1	3	1	
4:00 PM	41	242	46	31	150	49	37	301	41	25	336	35	1334
4:15 PM	43	214	60	20	145	36	43	420	49	32	315	25	1402
4:30 PM	44	224	58	31	188	47	38	309	37	38	330	21	1365
4:45 PM	37	215	69	23	120	29	43	361	47	21	289	19	1273
5:00 PM	45	207	72	31	184	54	39	312	30	39	236	29	1278
5:15 PM	44	220	52	27	143	39	38	350	39	24	223	43	1242
5:30 PM	48	235	67	39	215	53	34	339	37	23	207	27	1324
5:45 PM	41	202	38	44	144	41	35	381	54	21	232	42	1275
TOTAL VOLUMES =	NL 343	NT 1759	NR 462	SL 246	ST 1289	SR 348	EL 307	ET 2773	ER 334	WL 223	WT 2168	WR 241	TOTAL 10493

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	165	895	233	105	603	161	161	1391	174	116	1270	100	5374
PEAK HR. FACTOR:		0.983			0.817			0.843			0.938		0.958

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



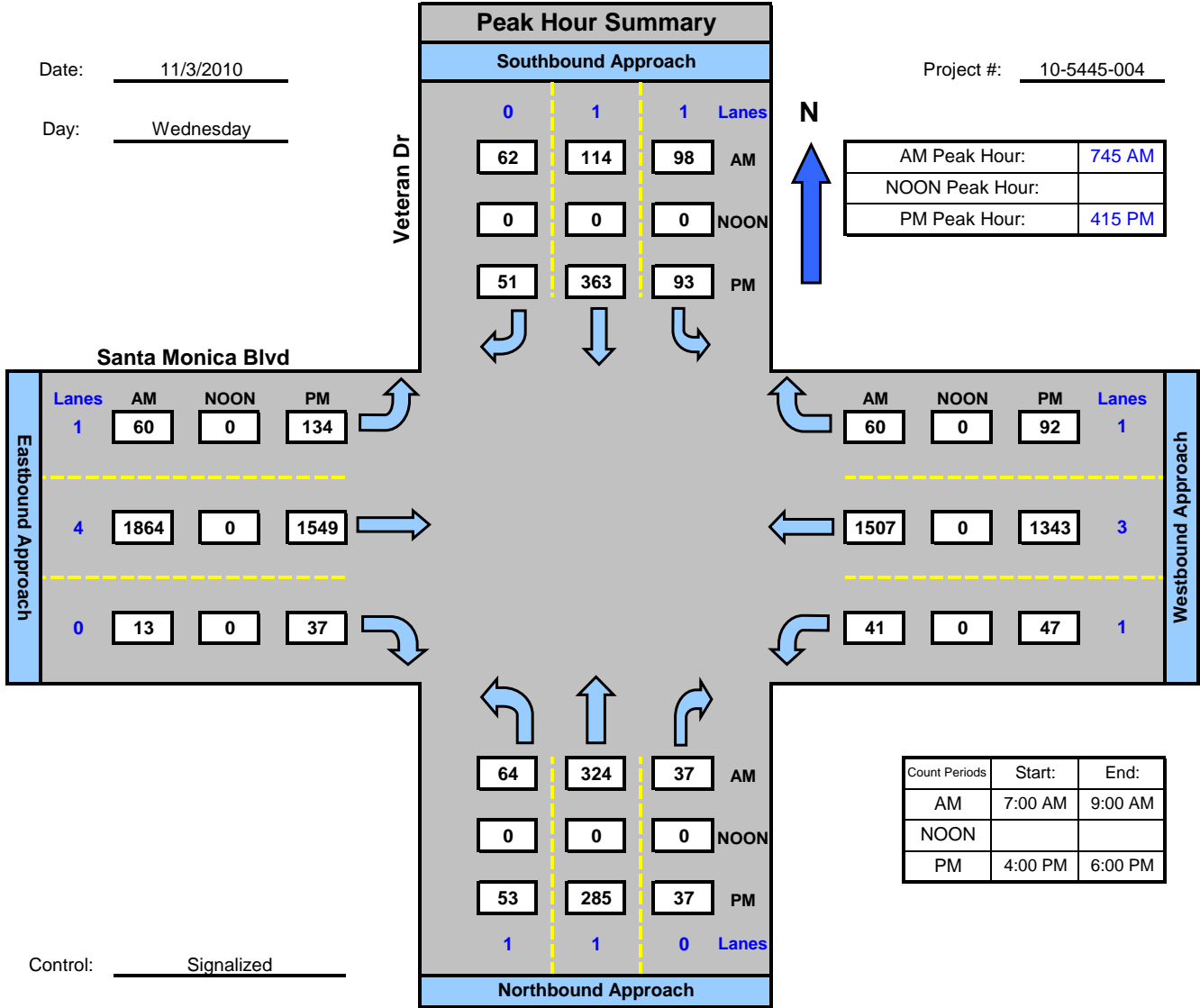
National Data & Surveying Services

## Veteran Dr and Santa Monica Blvd , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-004



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Veteran Dr

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	4	0	1	3	1	
7:00 AM	9	18	1	8	13	4	10	343	2	2	228	7	645
7:15 AM	16	30	6	18	12	16	14	356	7	8	325	10	818
7:30 AM	13	58	11	16	15	12	18	460	2	3	339	12	959
7:45 AM	17	92	7	25	28	14	17	423	3	11	357	13	1007
8:00 AM	16	57	6	21	19	15	20	502	4	13	404	11	1088
8:15 AM	19	95	16	29	36	14	9	433	1	10	344	22	1028
8:30 AM	12	80	8	23	31	19	14	506	5	7	402	14	1121
8:45 AM	20	97	11	26	35	14	9	439	7	12	282	7	959
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	122	527	66	166	189	108	111	3462	31	66	2681	96	7625

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	64	324	37	98	114	62	60	1864	13	41	1507	60	4244
PEAK HR. FACTOR:		0.817		0.867			0.921			0.939			0.946

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Veteran Dr

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	4	0	1	3	1	
4:00 PM	14	60	16	27	73	16	25	359	10	20	365	15	1000
4:15 PM	16	69	9	26	101	14	32	408	10	15	333	23	1056
4:30 PM	10	57	7	29	85	9	28	392	8	8	375	24	1032
4:45 PM	13	84	9	23	86	18	29	377	10	14	307	22	992
5:00 PM	14	75	12	15	91	10	45	372	9	10	328	23	1004
5:15 PM	12	87	16	26	107	16	26	329	5	17	282	42	965
5:30 PM	8	82	13	27	108	16	47	414	14	14	249	27	1019
5:45 PM	22	84	20	24	116	15	43	358	14	25	257	36	1014
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	109	598	102	197	767	114	275	3009	80	123	2496	212	8082

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	53	285	37	93	363	51	134	1549	37	47	1343	92	4084
PEAK HR. FACTOR:		0.884		0.899			0.956			0.910			0.967

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



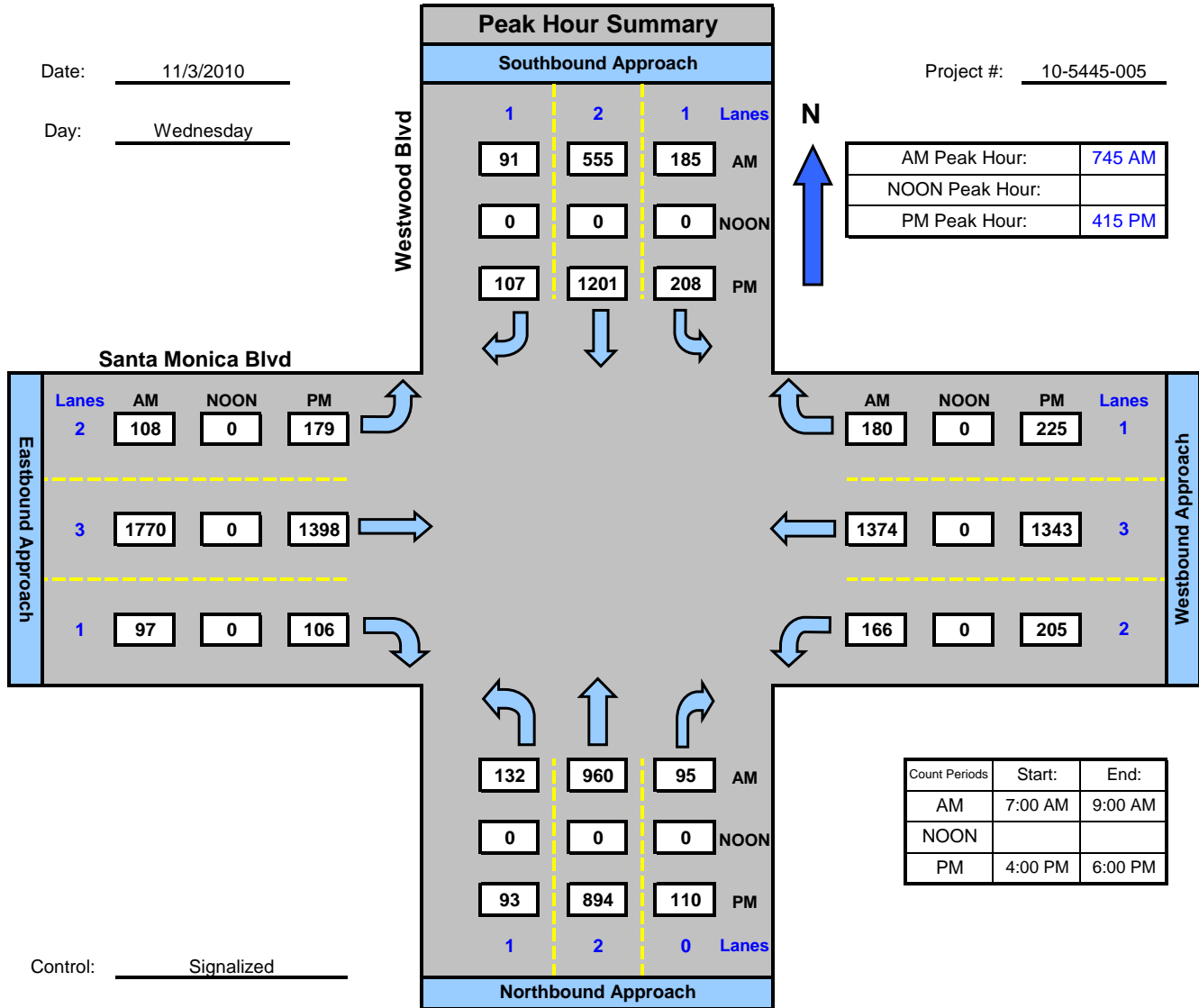
National Data & Surveying Services

## Westwood Blvd and Santa Monica Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-005



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	2	3	1	2	3	1	
7:00 AM	24	134	10	19	60	15	25	305	17	13	218	28	868
7:15 AM	21	190	12	19	61	21	30	339	12	25	312	34	1076
7:30 AM	31	230	26	50	114	22	40	385	17	38	279	43	1275
7:45 AM	32	251	18	46	169	28	32	431	22	52	338	34	1453
8:00 AM	35	246	26	42	128	21	24	447	22	47	351	42	1431
8:15 AM	35	229	21	52	114	20	19	429	31	36	348	54	1388
8:30 AM	30	234	30	45	144	22	33	463	22	31	337	50	1441
8:45 AM	19	253	23	65	114	26	27	423	29	41	315	47	1382
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	227	1767	166	338	904	175	230	3222	172	283	2498	332	10314

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	132	960	95	185	555	91	108	1770	97	166	1374	180	5713
PEAK HR. FACTOR:		0.967		0.855			0.953			0.977			0.983

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Westwood Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
4:00 PM	33	202	34	39	259	37	40	304	35	52	323	60	1418
4:15 PM	29	192	27	38	290	20	35	366	31	60	382	56	1526
4:30 PM	17	233	28	53	287	29	47	356	26	42	322	60	1500
4:45 PM	24	226	25	64	293	24	51	368	21	37	323	53	1509
5:00 PM	23	243	30	53	331	34	46	308	28	66	316	56	1534
5:15 PM	28	200	33	52	335	28	39	320	26	72	268	57	1458
5:30 PM	23	223	20	45	325	34	47	357	19	59	215	80	1447
5:45 PM	23	220	29	61	304	35	48	365	22	50	280	55	1492
<b>TOTAL VOLUMES =</b>	<b>200</b>	<b>1739</b>	<b>226</b>	<b>405</b>	<b>2424</b>	<b>241</b>	<b>353</b>	<b>2744</b>	<b>208</b>	<b>438</b>	<b>2429</b>	<b>477</b>	<b>11884</b>

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	93	894	110	208	1201	107	179	1398	106	205	1343	225	6069
PEAK HR. FACTOR:		0.927			0.907			0.956			0.890		0.989

CONTROL: Signalized



City Traffic Counters  
626.256.4171

File Name : OverSM  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 1

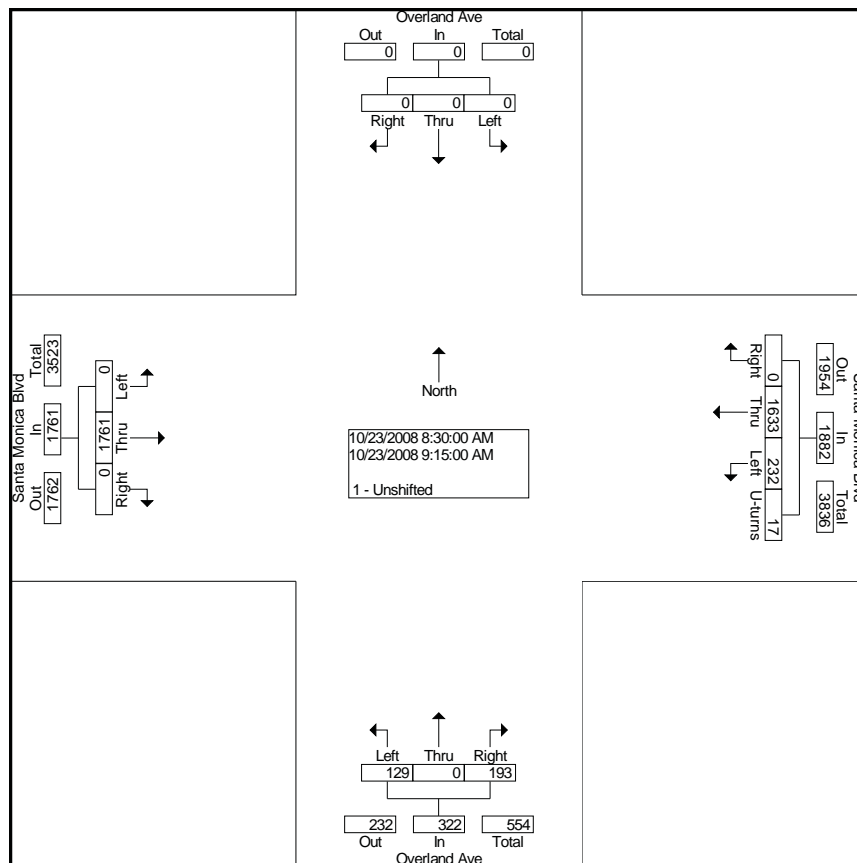
Groups Printed- 1 - Unshifted

Start Time	Overland Ave Southbound			Santa Monica Blvd Westbound				Overland Ave Northbound			Santa Monica Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	U-turns	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	23	281	0	0	19	0	15	0	305	0	643
07:15 AM	0	0	0	24	323	0	0	40	0	15	0	366	0	768
07:30 AM	0	0	0	46	348	0	0	70	0	28	0	420	0	912
07:45 AM	0	0	0	38	369	0	4	68	0	27	0	464	0	970
Total	0	0	0	131	1321	0	4	197	0	85	0	1555	0	3293
08:00 AM	0	0	0	27	375	0	4	47	0	20	0	480	0	953
08:15 AM	0	0	0	33	409	0	6	26	0	24	0	488	0	986
08:30 AM	0	0	0	38	404	0	2	33	0	34	0	462	0	973
08:45 AM	0	0	0	27	399	0	2	32	0	33	0	471	0	964
Total	0	0	0	125	1587	0	14	138	0	111	0	1901	0	3876
09:00 AM	0	0	0	68	441	0	5	21	0	44	0	443	0	1022
09:15 AM	0	0	0	99	389	0	8	43	0	82	0	385	0	1006
09:30 AM	0	0	0	61	406	0	3	43	0	44	0	415	0	972
09:45 AM	0	0	0	36	370	0	4	39	0	44	0	434	0	927
Total	0	0	0	264	1606	0	20	146	0	214	0	1677	0	3927
04:00 PM	0	0	0	71	370	0	6	43	0	37	0	345	0	872
04:15 PM	0	0	0	62	421	0	9	34	0	17	0	389	0	932
04:30 PM	0	0	0	53	434	0	8	32	0	37	0	373	0	937
04:45 PM	0	0	0	82	451	0	14	34	0	33	0	404	0	1018
Total	0	0	0	268	1676	0	37	143	0	124	0	1511	0	3759
05:00 PM	0	0	0	88	422	0	2	57	0	47	0	432	0	1048
05:15 PM	0	0	0	97	460	0	0	41	0	33	0	412	0	1043
05:30 PM	0	0	0	90	419	0	0	39	0	58	0	406	0	1012
05:45 PM	0	0	0	89	399	0	0	43	0	39	0	399	0	969
Total	0	0	0	364	1700	0	2	180	0	177	0	1649	0	4072
06:00 PM	0	0	0	77	407	0	1	35	0	42	0	440	0	1002
06:15 PM	0	0	0	93	429	0	0	35	0	30	0	427	0	1014
06:30 PM	0	0	0	67	400	0	0	26	0	47	0	427	0	967
06:45 PM	0	0	0	69	453	0	1	30	0	34	0	425	0	1012
Total	0	0	0	306	1689	0	2	126	0	153	0	1719	0	3995
Grand Total	0	0	0	1458	9579	0	79	930	0	864	0	10012	0	22922
Apprch %	0.0	0.0	0.0	13.1	86.2	0.0	0.7	51.8	0.0	48.2	0.0	100.0	0.0	
Total %	0.0	0.0	0.0	6.4	41.8	0.0	0.3	4.1	0.0	3.8	0.0	43.7	0.0	

## City Traffic Counters 626.256.4171

File Name : OverSM  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 2

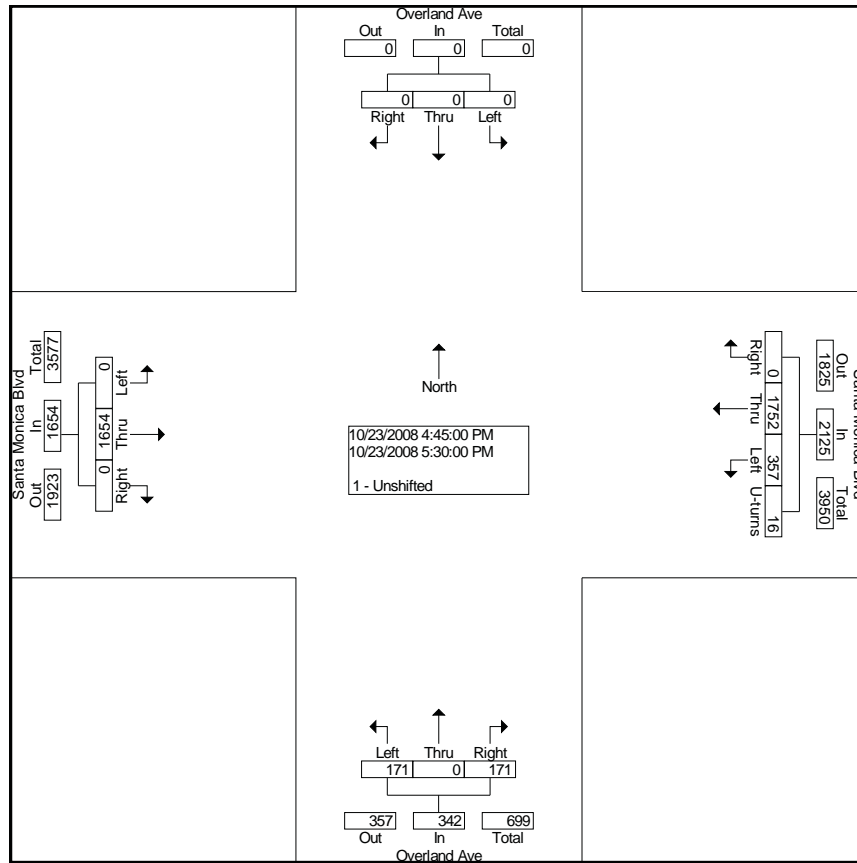
Start Time	Overland Ave Southbound				Santa Monica Blvd Westbound				Overland Ave Northbound				Santa Monica Blvd Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		App. Total
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																		
Intersection 08:30 AM																		
Volume	0	0	0	0	232	163	0	17	1882	129	0	193	322	0	176	0	1761	3965
Percent	0.0	0.0	0.0		12.3	86.8	0.0	0.9		40.1	0.0	59.9		0.0	100.0	0.0		
09:00 Volume	0	0	0	0	68	441	0	5	514	21	0	44	65	0	443	0	443	1022
Peak Factor																		0.970
High Int. Volume	6:45:00 AM				09:00 AM				09:15 AM				08:45 AM					
Peak Factor	0	0	0	0	68	441	0	5	514	43	0	82	125	0	471	0	471	
					0.915				0.644				0.935					



City Traffic Counters  
626.256.4171

File Name : OverSM  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 3

Start Time	Overland Ave Southbound				Santa Monica Blvd Westbound					Overland Ave Northbound				Santa Monica Blvd Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																						
Intersection 04:45 PM																						
Volume	0	0	0	0	357	175 2	0	16	2125	171	0	171	342	0	165 4	0	1654	4121				
Percent	0.0	0.0	0.0		16.8	82.4	0.0	0.8		50.0	0.0	50.0		0.0	100. 0	0.0						
05:00 Volume	0	0	0	0	88	422	0	2	512	57	0	47	104	0	432	0	432	1048				
Peak Factor																	0.983					
High Int. Volume	0	0	0	0	05:15 PM				557	05:00 PM				05:00 PM								
Peak Factor					97	460	0	0	0.954					57	0	47	104	0	432	0	432	0.957



City Traffic Counters  
626.256.4171

File Name : OverSMfrontage  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 1

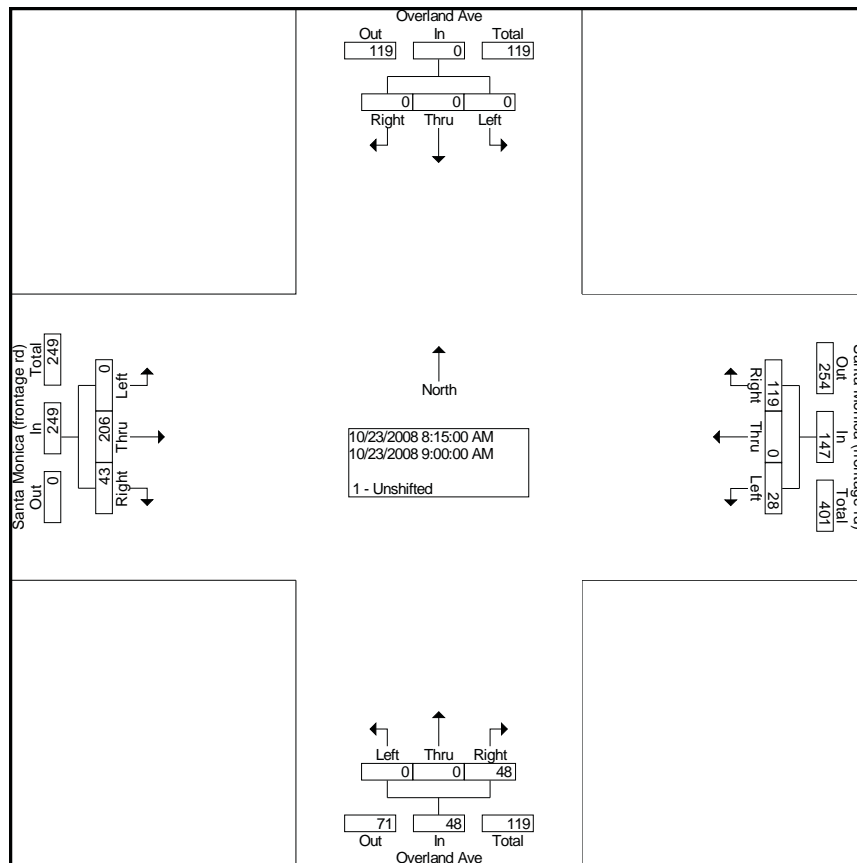
Groups Printed- 1 - Unshifted

Start Time	Overland Ave Southbound			Santa Monica (frontage rd) Westbound			Overland Ave Northbound			Santa Monica (frontage rd) Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	1	0	13	0	0	2	0	23	13	52
07:15 AM	0	0	0	2	0	13	0	0	2	0	17	8	42
07:30 AM	0	0	0	1	0	24	0	0	4	0	24	7	60
07:45 AM	0	0	0	8	0	18	0	0	4	0	27	8	65
Total	0	0	0	12	0	68	0	0	12	0	91	36	219
08:00 AM	0	0	0	4	0	19	0	0	8	0	32	10	73
08:15 AM	0	0	0	8	0	26	0	0	7	0	49	14	104
08:30 AM	0	0	0	11	0	33	0	0	21	0	40	13	118
08:45 AM	0	0	0	7	0	35	0	0	11	0	54	7	114
Total	0	0	0	30	0	113	0	0	47	0	175	44	409
09:00 AM	0	0	0	2	0	25	0	0	9	0	63	9	108
09:15 AM	0	0	0	2	0	22	0	0	5	0	59	6	94
09:30 AM	0	0	0	5	0	36	0	0	4	0	47	9	101
09:45 AM	0	0	0	7	0	17	0	0	7	0	45	8	84
Total	0	0	0	16	0	100	0	0	25	0	214	32	387
04:00 PM	0	0	0	0	0	7	0	0	14	0	32	11	64
04:15 PM	0	0	0	5	0	6	0	0	12	0	40	16	79
04:30 PM	0	0	0	5	0	16	0	0	10	0	38	15	84
04:45 PM	0	0	0	4	0	8	0	0	12	0	40	12	76
Total	0	0	0	14	0	37	0	0	48	0	150	54	303
05:00 PM	0	0	0	4	0	17	0	0	7	0	56	21	105
05:15 PM	0	0	0	0	0	14	0	0	15	0	45	14	88
05:30 PM	0	0	0	4	0	11	0	0	8	0	53	11	87
05:45 PM	0	0	0	5	0	21	0	0	6	0	53	19	104
Total	0	0	0	13	0	63	0	0	36	0	207	65	384
06:00 PM	0	0	0	5	0	18	0	0	11	0	56	13	103
06:15 PM	0	0	0	2	0	17	0	0	19	0	58	19	115
06:30 PM	0	0	0	1	0	16	0	0	19	0	55	18	109
06:45 PM	0	0	0	4	0	8	0	0	8	0	50	18	88
Total	0	0	0	12	0	59	0	0	57	0	219	68	415
Grand Total	0	0	0	97	0	440	0	0	225	0	1056	299	2117
Apprch %	0.0	0.0	0.0	18.1	0.0	81.9	0.0	0.0	100.0	0.0	77.9	22.1	
Total %	0.0	0.0	0.0	4.6	0.0	20.8	0.0	0.0	10.6	0.0	49.9	14.1	

City Traffic Counters  
626.256.4171

File Name : OverSMfrontage  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 2

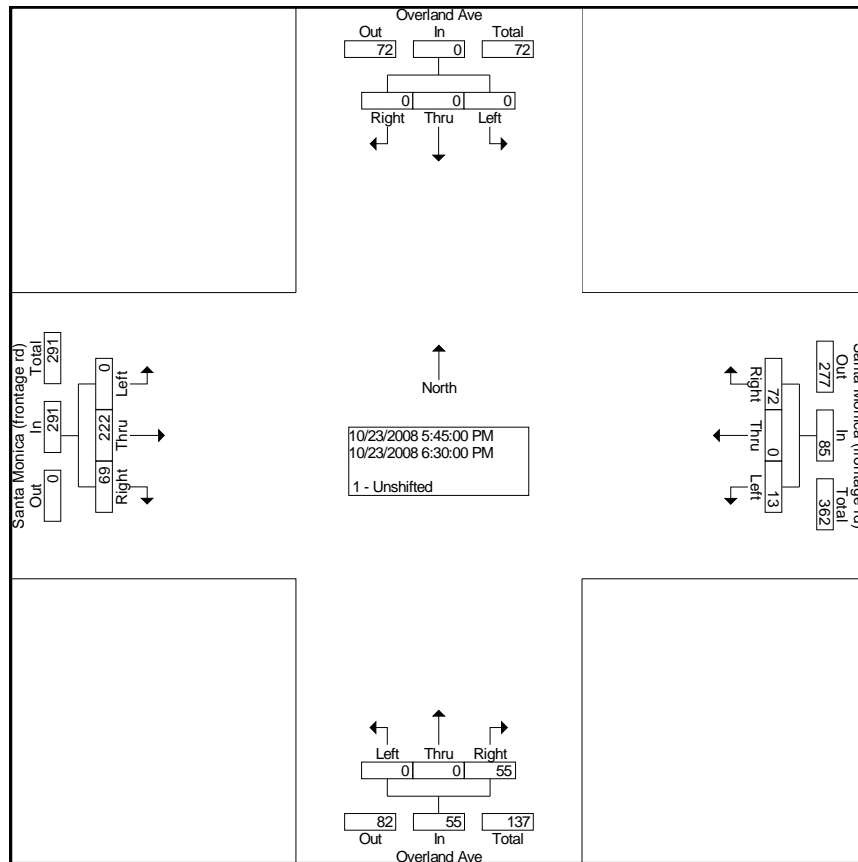
Start Time	Overland Ave Southbound				Santa Monica (frontage rd) Westbound				Overland Ave Northbound				Santa Monica (frontage rd) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Intersection	08:15 AM																
Volume	0	0	0	0	28	0	119	147	0	0	48	48	0	206	43	249	444
Percent	0.0	0.0	0.0		19.0	0.0	81.0		0.0	0.0	100.0		0.0	82.7	17.3		
08:30 Volume	0	0	0	0	11	0	33	44	0	0	21	21	0	40	13	53	118
Peak Factor	0.941																
High Int.	6:45:00 AM				08:30 AM				08:30 AM				09:00 AM				
Volume	0	0	0	0	11	0	33	44	0	0	21	21	0	63	9	72	
Peak Factor					0.835				0.571				0.865				



City Traffic Counters  
626.256.4171

File Name : OverSMfrontage  
Site Code : 00000000  
Start Date : 10/23/2008  
Page No : 3

Start Time	Overland Ave Southbound				Santa Monica (frontage rd) Westbound				Overland Ave Northbound				Santa Monica (frontage rd) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:45 PM																
Volume	0	0	0	0	13	0	72	85	0	0	55	55	0	222	69	291	431
Percent	0.0	0.0	0.0		15.3	0.0	84.7		0.0	0.0	100.0		0.0	76.3	23.7		
06:15 Volume	0	0	0	0	2	0	17	19	0	0	19	19	0	58	19	77	115
Peak Factor	0.937																
High Int. Volume					05:45 PM				06:15 PM				06:15 PM				
Peak Factor					0.817				0.724				0.945				



# Intersection Turning Movement

Prepared by:



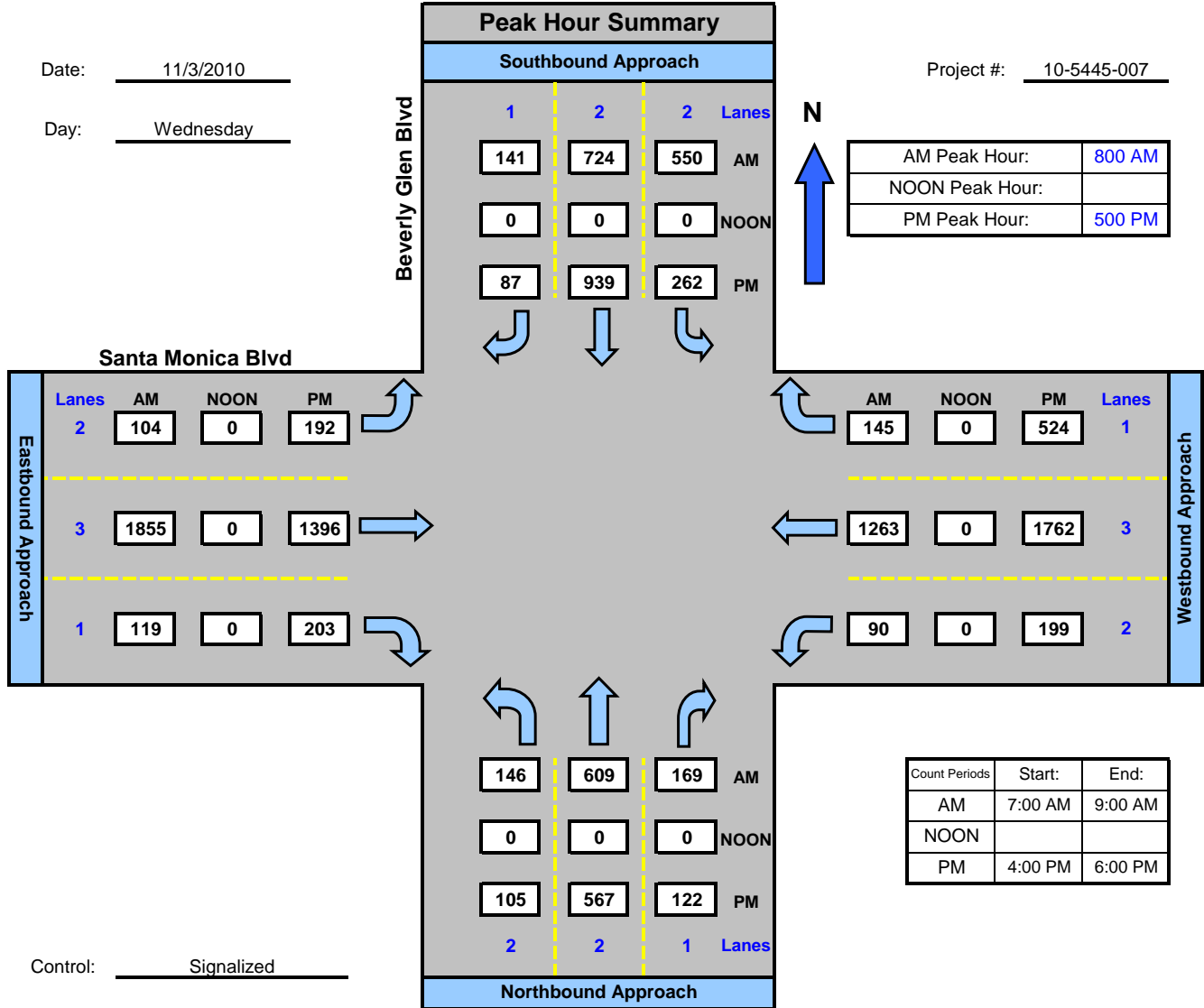
National Data & Surveying Services

## Beverly Glen Blvd and Santa Monica Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-007



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Glen Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	1	2	2	1	2	3	1	2	3	1	
7:00 AM	12	74	18	55	56	19	19	284	5	8	226	16	792
7:15 AM	36	96	23	73	94	30	24	291	12	15	293	21	1008
7:30 AM	45	144	25	104	116	31	22	391	23	17	330	34	1282
7:45 AM	38	187	34	98	144	23	28	422	18	43	273	37	1345
8:00 AM	43	129	39	121	171	25	21	432	23	19	344	27	1394
8:15 AM	36	162	31	138	175	52	19	499	22	25	308	40	1507
8:30 AM	32	161	39	135	152	34	38	447	27	18	343	40	1466
8:45 AM	35	157	60	156	226	30	26	477	47	28	268	38	1548
TOTAL VOLUMES =	NL 277	NT 1110	NR 269	SL 880	ST 1134	SR 244	EL 197	ET 3243	ER 177	WL 173	WT 2385	WR 253	TOTAL 10342

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	146	609	169	550	724	141	104	1855	119	90	1263	145	5915
PEAK HR. FACTOR:		0.917		0.859			0.945			0.934			0.955

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Beverly Glen Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	1	2	2	1	2	3	1	2	3	1	
4:00 PM	23	126	29	69	263	26	40	335	37	33	391	95	1467
4:15 PM	24	131	26	62	179	25	39	359	43	40	445	87	1460
4:30 PM	26	165	36	67	197	26	34	324	35	30	379	78	1397
4:45 PM	33	128	20	59	182	22	36	391	41	50	410	104	1476
5:00 PM	30	134	33	78	251	18	46	319	46	40	393	119	1507
5:15 PM	19	110	36	71	253	23	45	356	58	49	509	130	1659
5:30 PM	24	172	36	62	229	24	53	327	55	43	412	120	1557
5:45 PM	32	151	17	51	206	22	48	394	44	67	448	155	1635
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	211	1117	233	519	1760	186	341	2805	359	352	3387	888	12158

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	105	567	122	262	939	87	192	1396	203	199	1762	524	6358
PEAK HR. FACTOR:		0.856		0.928			0.921			0.903			0.958

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



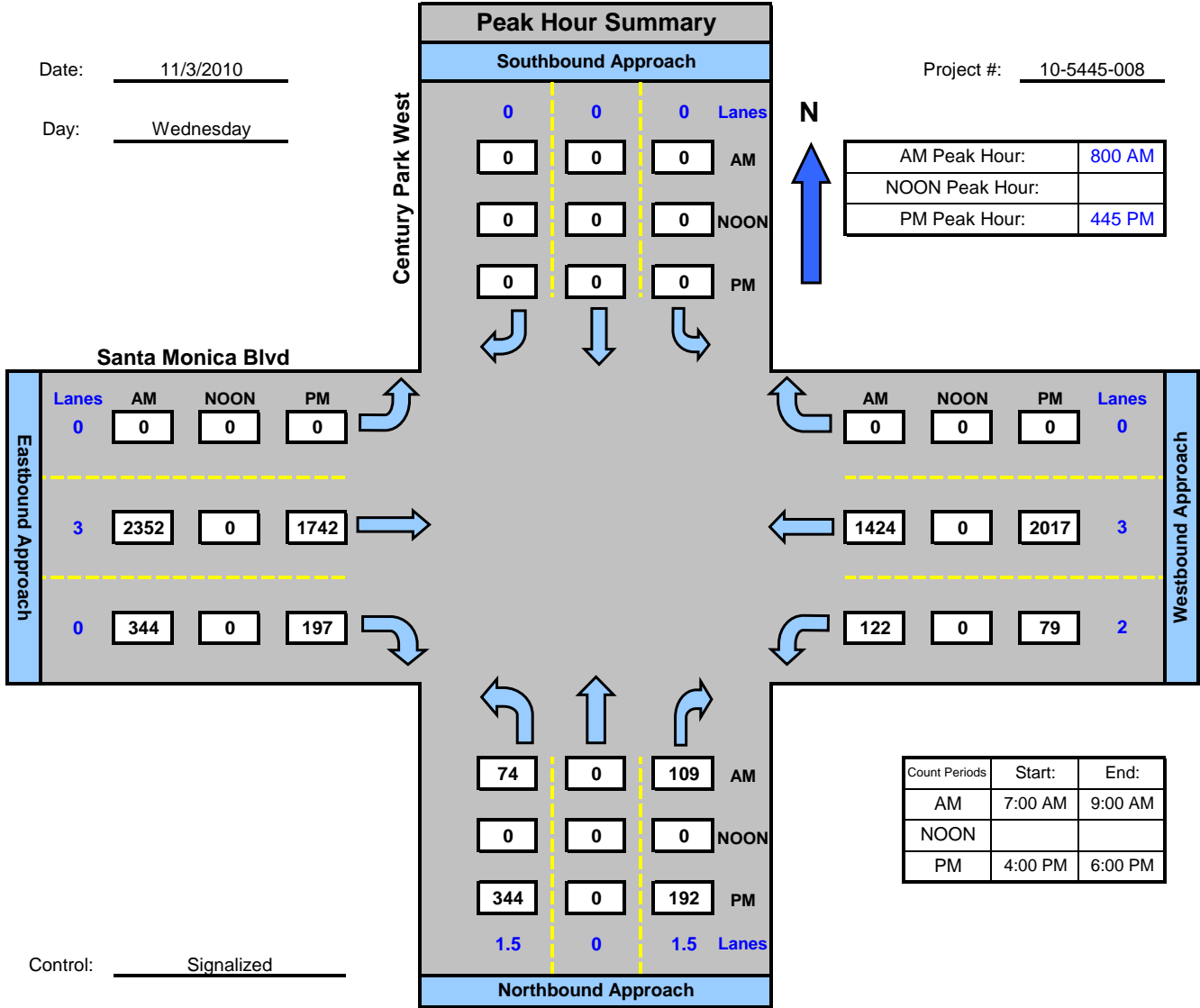
National Data & Surveying Services

## Century Park West and Santa Monica Blvd , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-008



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0	1.5	0	0	0	0	3	0	2	3	0	
7:00 AM	4		8					296	47	13	233		601
7:15 AM	6		10					382	46	9	343		796
7:30 AM	12		19					436	54	20	335		876
7:45 AM	18		27					553	75	20	330		1023
8:00 AM	19		29					538	64	17	342		1009
8:15 AM	14		20					643	82	27	373		1159
8:30 AM	16		34					526	81	35	389		1081
8:45 AM	25		26					645	117	43	320		1176
<b>TOTAL VOLUMES =</b>	114	0	173	0	0	0	0	4019	566	184	2665	0	7721

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	74	0	109	0	0	0	0	2352	344	122	1424	0	4425
PEAK HR. FACTOR:		0.897			0.000			0.885			0.912		0.941

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0	1.5	0	0	0	0	3	0	2	3	0	
4:00 PM	84		47					418	36	22	463		1070
4:15 PM	74		71					425	35	17	472		1094
4:30 PM	78		44					452	44	16	399		1033
4:45 PM	71		57					458	57	22	473		1138
5:00 PM	89		48					422	52	16	491		1118
5:15 PM	83		43					445	47	22	540		1180
5:30 PM	101		44					417	41	19	513		1135
5:45 PM	127		48					415	43	18	481		1132
TOTAL VOLUMES =	707	0	402	0	0	0	0	3452	355	152	3832	0	8900

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	344	0	192	0	0	0	0	1742	197	79	2017	0	4571
PEAK HR. FACTOR:		0.924			0.000			0.941			0.932		0.968

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



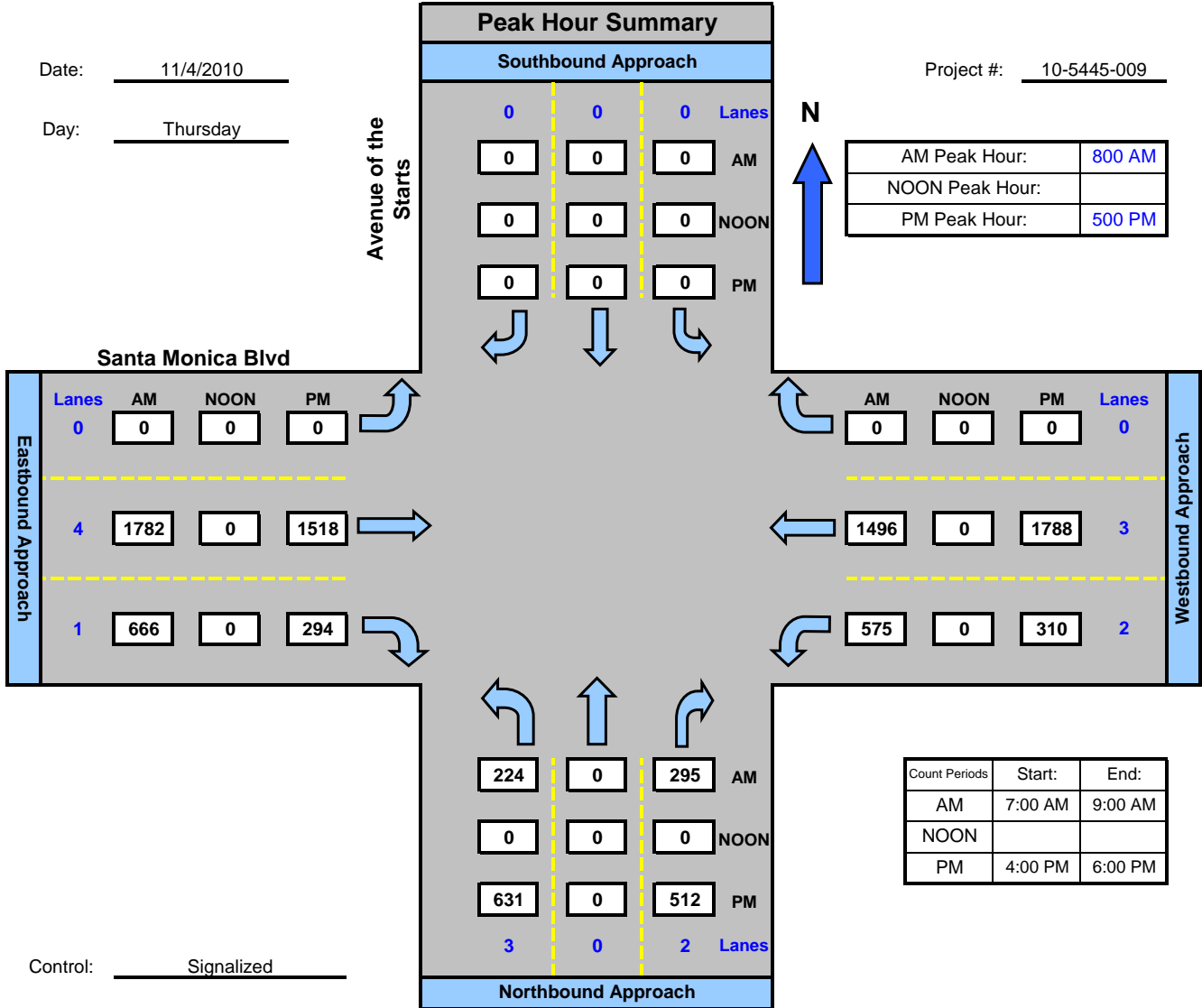
National Data & Surveying Services

## Avenue of the Starts and Santa Monica Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-009



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Starts

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	3	0	2	0	0	0	0	4	1	2	3	0	
7:00 AM	40		31					227	96	60	202		656
7:15 AM	47		40					259	99	62	304		811
7:30 AM	61		37					368	106	99	343		1014
7:45 AM	65		50					402	142	104	333		1096
8:00 AM	62		56					426	137	136	351		1168
8:15 AM	55		65					461	188	151	408		1328
8:30 AM	57		73					426	162	135	354		1207
8:45 AM	50		101					469	179	153	383		1335
TOTAL VOLUMES =	437	0	453	0	0	0	0	3038	1109	900	2678	0	8615

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	224	0	295	0	0	0	0	1782	666	575	1496	0	5038
PEAK HR. FACTOR:		0.859			0.000			0.943			0.926		0.943

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Starts

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	3	0	2	0	0	0	0	4	1	2	3	0	
4:00 PM	115		93					388	80	102	448		1226
4:15 PM	100		108					450	76	89	439		1262
4:30 PM	116		104					385	69	77	448		1199
4:45 PM	103		100					423	80	64	425		1195
5:00 PM	161		121					356	76	71	462		1247
5:15 PM	127		113					410	81	80	448		1259
5:30 PM	188		126					376	69	89	453		1301
5:45 PM	155		152					376	68	70	425		1246
TOTAL VOLUMES =	1065	0	917	0	0	0	0	3164	599	642	3548	0	9935

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	631	0	512	0	0	0	0	1518	294	310	1788	0	5053
PEAK HR. FACTOR:		0.910			0.000			0.923			0.968		0.971

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



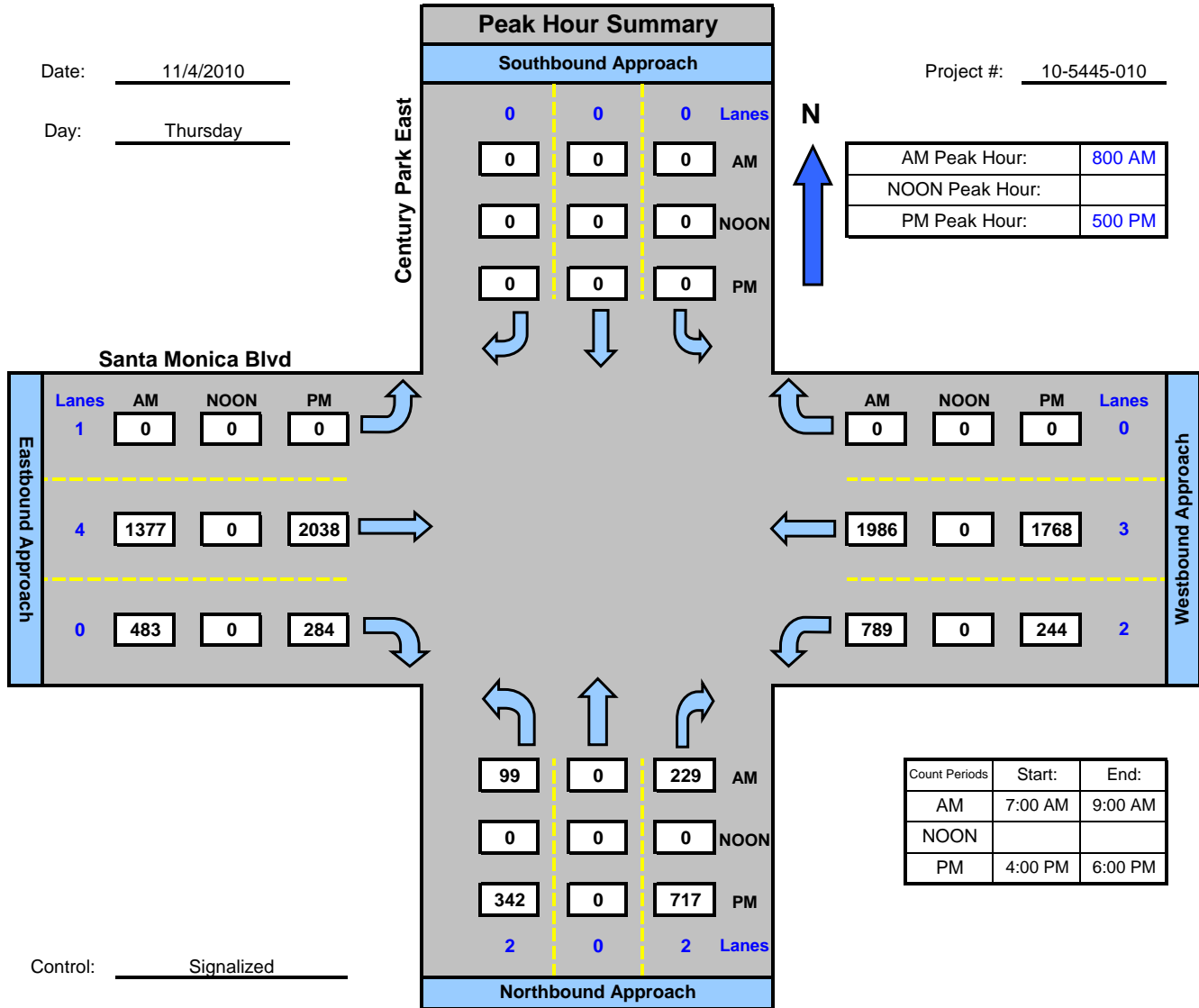
National Data & Surveying Services

## Century Park East and Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-010





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	2	0	0	0	1	4	0	2	3	0	
7:00 AM	20		19					165	69	84	243		600
7:15 AM	18		31					231	61	88	352		781
7:30 AM	27		41					252	71	119	417		927
7:45 AM	26		65					357	80	130	420		1078
8:00 AM	25		88					339	109	166	465		1192
8:15 AM	24		39					373	127	176	533		1272
8:30 AM	29		57					328	128	224	465		1231
8:45 AM	21		45					337	119	223	523		1268
<b>TOTAL VOLUMES =</b>	190	0	385	0	0	0	0	2382	764	1210	3418	0	8349

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	99	0	229	0	0	0	0	1377	483	789	1986	0	4963
PEAK HR. FACTOR:		0.726			0.000			0.930			0.930		0.975

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	0	2	0	0	0	1	4	0	2	3	0	
4:00 PM	76		131					463	47	74	479		1270
4:15 PM	54		106					452	54	74	467		1207
4:30 PM	74		138					422	71	57	455		1217
4:45 PM	71		115					426	43	58	424		1137
5:00 PM	85		186					497	61	61	450		1340
5:15 PM	88		153					561	61	69	437		1369
5:30 PM	92		188					511	83	54	461		1389
5:45 PM	77		190					469	79	60	420		1295
<b>TOTAL VOLUMES =</b>	<b>617</b>	<b>0</b>	<b>1207</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3801</b>	<b>499</b>	<b>507</b>	<b>3593</b>	<b>0</b>	<b>10224</b>

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	342	0	717	0	0	0	0	2038	284	244	1768	0	5393
PEAK HR. FACTOR:		0.946			0.000			0.933			0.977		0.971

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



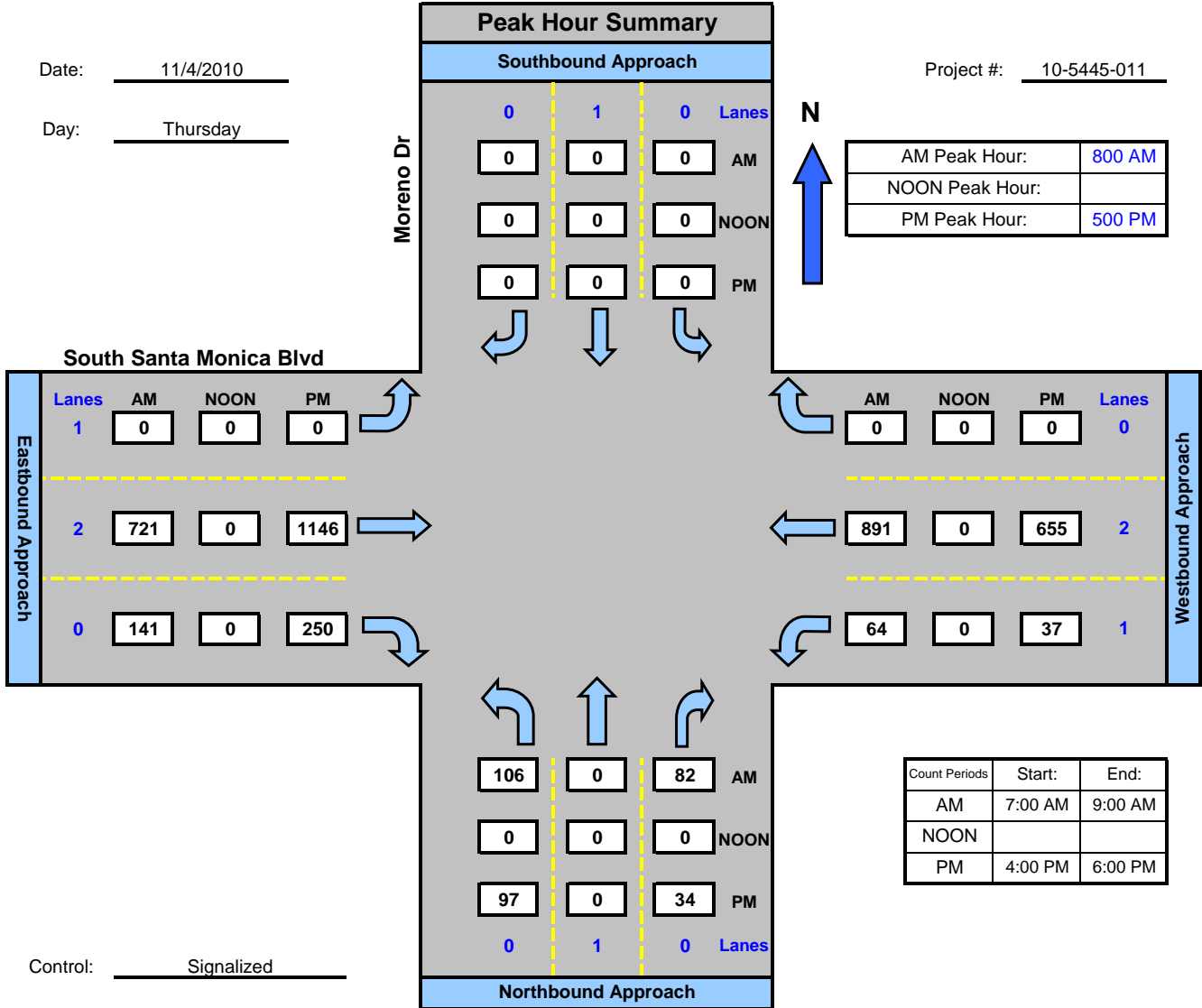
National Data & Surveying Services

## Moreno Dr and South Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-011



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: [Moreno Dr](#)

DATE: [11/04/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [South Santa Monica Blvd](#)

DAY: [THURSDAY](#)

PROJECT# [10-5445-011](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	3		9					70	15	7	59		163
7:15 AM	11		6					104	18	4	77		220
7:30 AM	21		17					112	26	20	134		330
7:45 AM	35		39					167	66	47	112		466
8:00 AM	36		56					167	77	52	163		551
8:15 AM	29		13					172	36	6	200		456
8:30 AM	18		7					204	16	5	236		486
8:45 AM	23		6					178	12	1	292		512
TOTAL VOLUMES =	176	0	153	0	0	0	0	1174	266	142	1273	0	3184

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	106	0	82	0	0	0	0	721	141	64	891	0	2005
PEAK HR. FACTOR:		0.511			0.000			0.883			0.815		0.910

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Moreno Dr](#)

DATE: [11/04/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [South Santa Monica Blvd](#)

DAY: [THURSDAY](#)

PROJECT# [10-5445-011](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	
4:00 PM	17		7					264	18	10	160		476
4:15 PM	23		7					237	19	15	161		462
4:30 PM	24		4					241	28	3	156		456
4:45 PM	13		6					212	27	13	143		414
5:00 PM	24		8					313	45	12	177		579
5:15 PM	25		9					281	63	7	174		559
5:30 PM	17		7					293	63	12	166		558
5:45 PM	31		10					259	79	6	138		523
TOTAL VOLUMES =	174	0	58	0	0	0	0	2100	342	78	1275	0	4027

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	97	0	34	0	0	0	0	1146	250	37	655	0	2219
PEAK HR. FACTOR:		0.799			0.000			0.975			0.915		0.958

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:



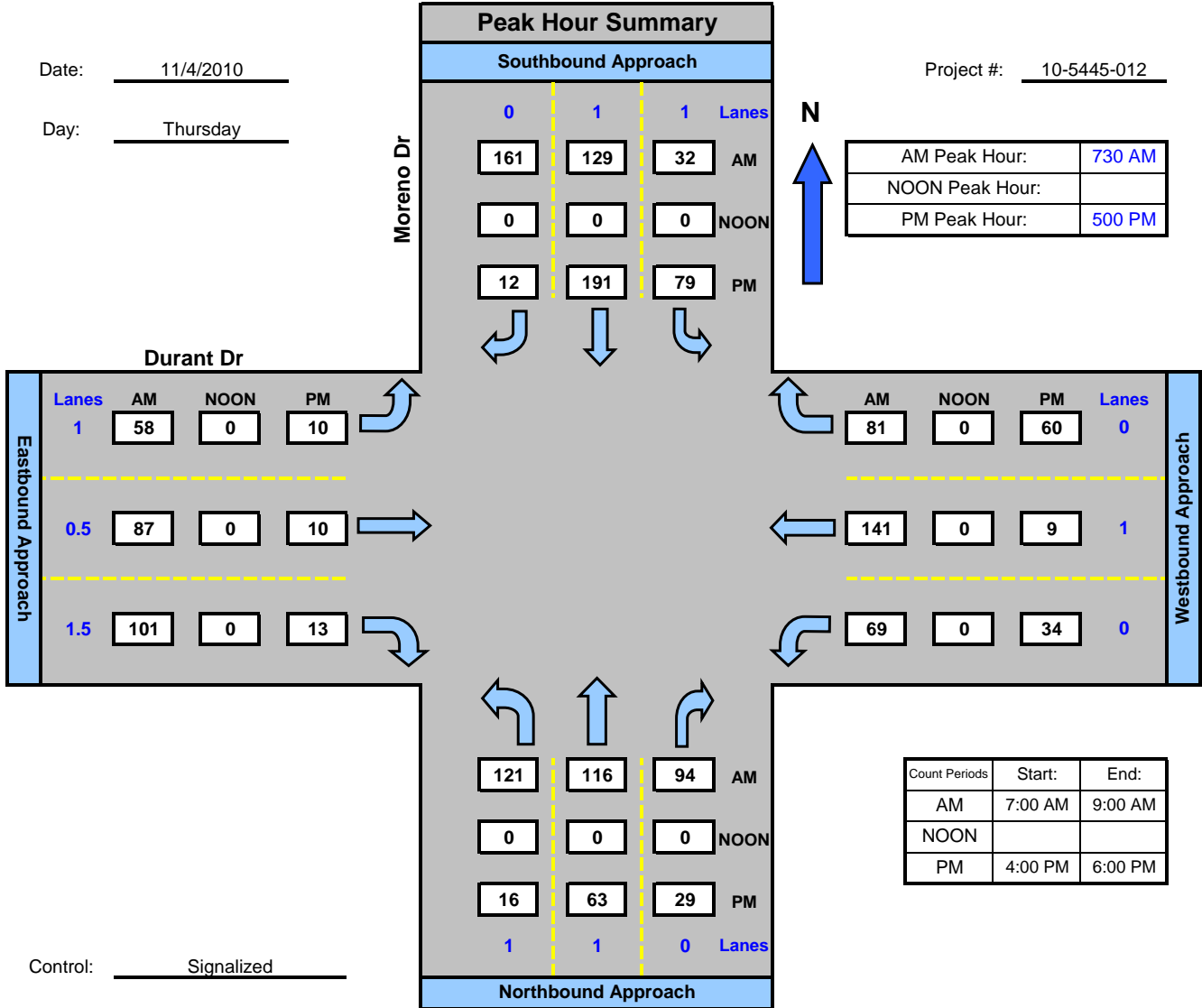
National Data & Surveying Services

## Moreno Dr and Durant Dr, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-012



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: [Moreno Dr](#)

DATE: [11/4/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Durant Dr](#)

DAY: [THURSDAY](#)

PROJECT# [10-5445-012](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	0.5	1.5	0	1	0	
7:00 AM	9	5	7	4	5	9	4	4	3	6	6	5	67
7:15 AM	13	7	8	2	11	13	1	3	5	3	10	5	81
7:30 AM	25	19	9	3	12	28	11	7	13	11	19	10	167
7:45 AM	37	42	26	10	50	49	9	26	31	21	56	25	382
8:00 AM	36	34	36	16	43	71	30	42	37	18	41	29	433
8:15 AM	23	21	23	3	24	13	8	12	20	19	25	17	208
8:30 AM	6	8	4	2	21	2	3	4	1	5	11	15	82
8:45 AM	8	12	4	1	10	3	2	1	2	9	3	14	69
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	157	148	117	41	176	188	68	99	112	92	171	120	1489

AM Peak Hr Begins at: [730 AM](#)

PEAK VOLUMES =	121	116	94	32	129	161	58	87	101	69	141	81	1190
PEAK HR. FACTOR:		<a href="#">0.781</a>			<a href="#">0.619</a>			<a href="#">0.564</a>			<a href="#">0.713</a>		<a href="#">0.687</a>

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Moreno Dr](#)

DATE: [11/4/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Durant Dr](#)

DAY: [THURSDAY](#)

PROJECT# [10-5445-012](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	0.5	1.5	0	1	0	
4:00 PM	3	9	7	9	20	1	6	3	5	5	1	11	80
4:15 PM	2	18	8	9	20	4	3	7	10	7	2	7	97
4:30 PM	1	13	10	6	22	3	5	6	9	5	1	9	90
4:45 PM	6	11	4	3	33	3	3	3	2	8	3	8	87
5:00 PM	4	12	7	6	45	4	3	2	3	8	1	18	113
5:15 PM	4	16	10	15	53	2	3	3	5	7	4	15	137
5:30 PM	2	14	7	24	46	3	3	3	3	12	3	13	133
5:45 PM	6	21	5	34	47	3	1	2	2	7	1	14	143
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	114	58	106	286	23	27	29	39	59	16	95	880

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	16	63	29	79	191	12	10	10	13	34	9	60	526
PEAK HR. FACTOR:		0.844		0.839			0.750			0.920			0.920

CONTROL: [Signalized](#)



# Intersection Turning Movement

Prepared by:



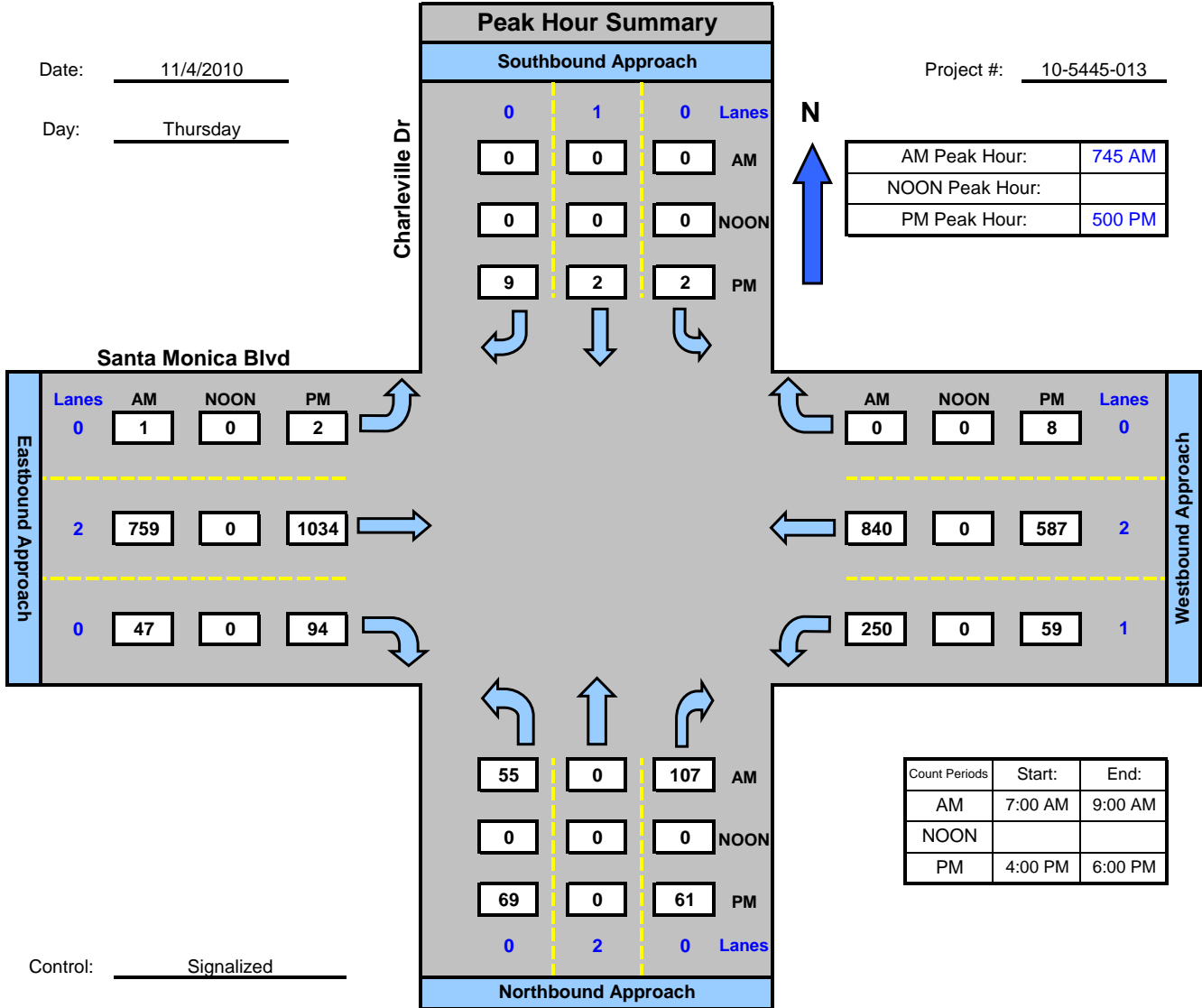
National Data & Surveying Services

## Charleville Dr and Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-013



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Charleville Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	1	0	0	2	0	1	2	0	
7:00 AM	5	1	10		0	0	1	73	6	9	61	0	166
7:15 AM	6	0	11		0	1	1	102	7	14	94	0	236
7:30 AM	5	0	19		1	0	0	101	7	43	140	1	317
7:45 AM	12	0	24		0	0	0	179	11	116	176	0	518
8:00 AM	22	0	53		0	0	0	203	14	98	205	0	595
8:15 AM	12	0	16		0	0	1	176	16	17	211	0	449
8:30 AM	9	0	14		0	0	0	201	6	19	248	0	497
8:45 AM	24	1	11		1	3	0	182	9	14	255	1	501
TOTAL VOLUMES =	95	2	158	0	2	4	3	1217	76	330	1390	2	3279

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	55	0	107	0	0	0	1	759	47	250	840	0	2059
PEAK HR. FACTOR:		0.540			0.000			0.930			0.899		0.865

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: [Charleville Dr](#)

DATE: [11/04/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Santa Monica Blvd](#)

DAY: [THURSDAY](#)

PROJECT# [10-5445-013](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	1	0	0	2	0	1	2	0	
4:00 PM	23	1	11	0	0	2	1	271	12	18	152	1	492
4:15 PM	19	0	7	0	0	1	1	254	16	18	144	0	460
4:30 PM	20	0	16	0	0	1	1	243	19	16	133	1	450
4:45 PM	25	0	12	2	1	0	1	215	18	27	136	4	441
5:00 PM	14	0	15	0	2	4	1	265	27	23	159	1	511
5:15 PM	20	0	14	1	0	1	1	251	24	17	149	3	481
5:30 PM	15	0	13	0	0	3	0	276	18	8	147	2	482
5:45 PM	20	0	19	1	0	1	0	242	25	11	132	2	453
TOTAL VOLUMES =	156	1	107	4	3	13	6	2017	159	138	1152	14	3770

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	69	0	61	2	2	9	2	1034	94	59	587	8	1927
PEAK HR. FACTOR:		0.833			0.542			0.961			0.893		0.943

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:



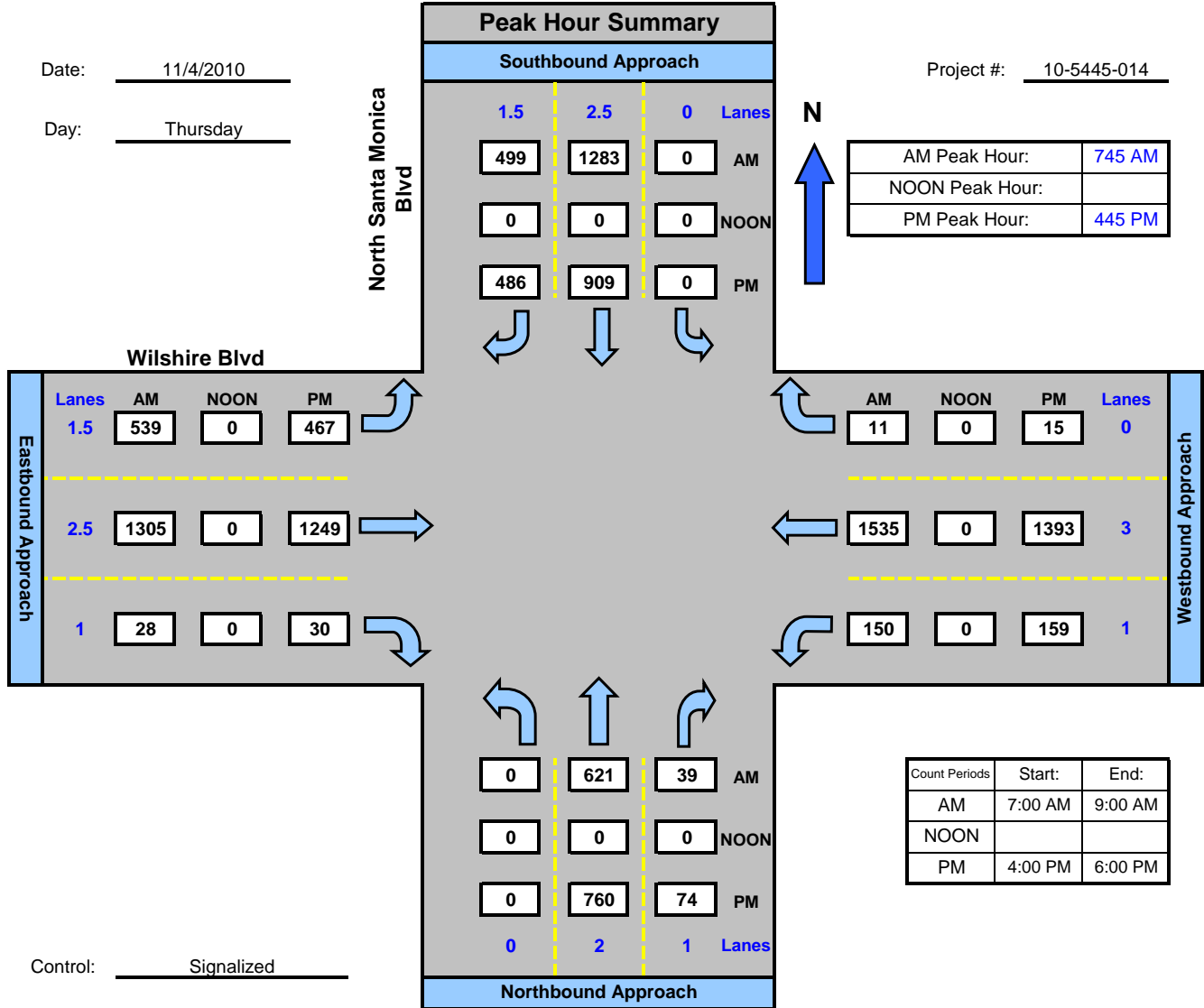
National Data & Surveying Services

## North Santa Monica Blvd and Wilshire Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-014



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: North Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	0	2.5	1.5	1.5	2.5	1	1	3	0	
7:00 AM		79	3		234	116	61	122	1	24	202	2	844
7:15 AM		111	5		275	159	95	142	3	35	279	2	1106
7:30 AM		120	8		308	134	110	238	6	31	349	4	1308
7:45 AM		160	10		297	150	108	317	5	36	374	2	1459
8:00 AM		155	10		334	124	124	305	8	44	367	4	1475
8:15 AM		165	8		324	120	153	342	9	33	402	4	1560
8:30 AM		141	11		328	105	154	341	6	37	392	1	1516
8:45 AM		149	13		315	91	173	334	14	46	315	7	1457
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1080	68	0	2415	999	978	2141	52	286	2680	26	10725

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	621	39	0	1283	499	539	1305	28	150	1535	11	6010
PEAK HR. FACTOR:		0.954			0.973			0.929			0.966		0.963

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: North Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	1	0	2.5	1.5	1.5	2.5	1	1	3	0	
4:00 PM		173	26		246	115	121	293	13	44	356	9	1396
4:15 PM		170	31		264	130	108	299	7	51	289	6	1355
4:30 PM		182	21		234	127	114	303	11	47	284	4	1327
4:45 PM		195	24		225	111	119	318	14	38	314	2	1360
5:00 PM		194	19		233	129	109	321	4	42	353	2	1406
5:15 PM		193	17		208	124	117	306	5	41	377	5	1393
5:30 PM		178	14		243	122	122	304	7	38	349	6	1383
5:45 PM		181	21		219	141	126	295	8	35	317	5	1348
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1466	173	0	1872	999	936	2439	69	336	2639	39	10968

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	760	74	0	909	486	467	1249	30	159	1393	15	5542
PEAK HR. FACTOR:		0.952			0.955			0.968			0.926		0.985

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



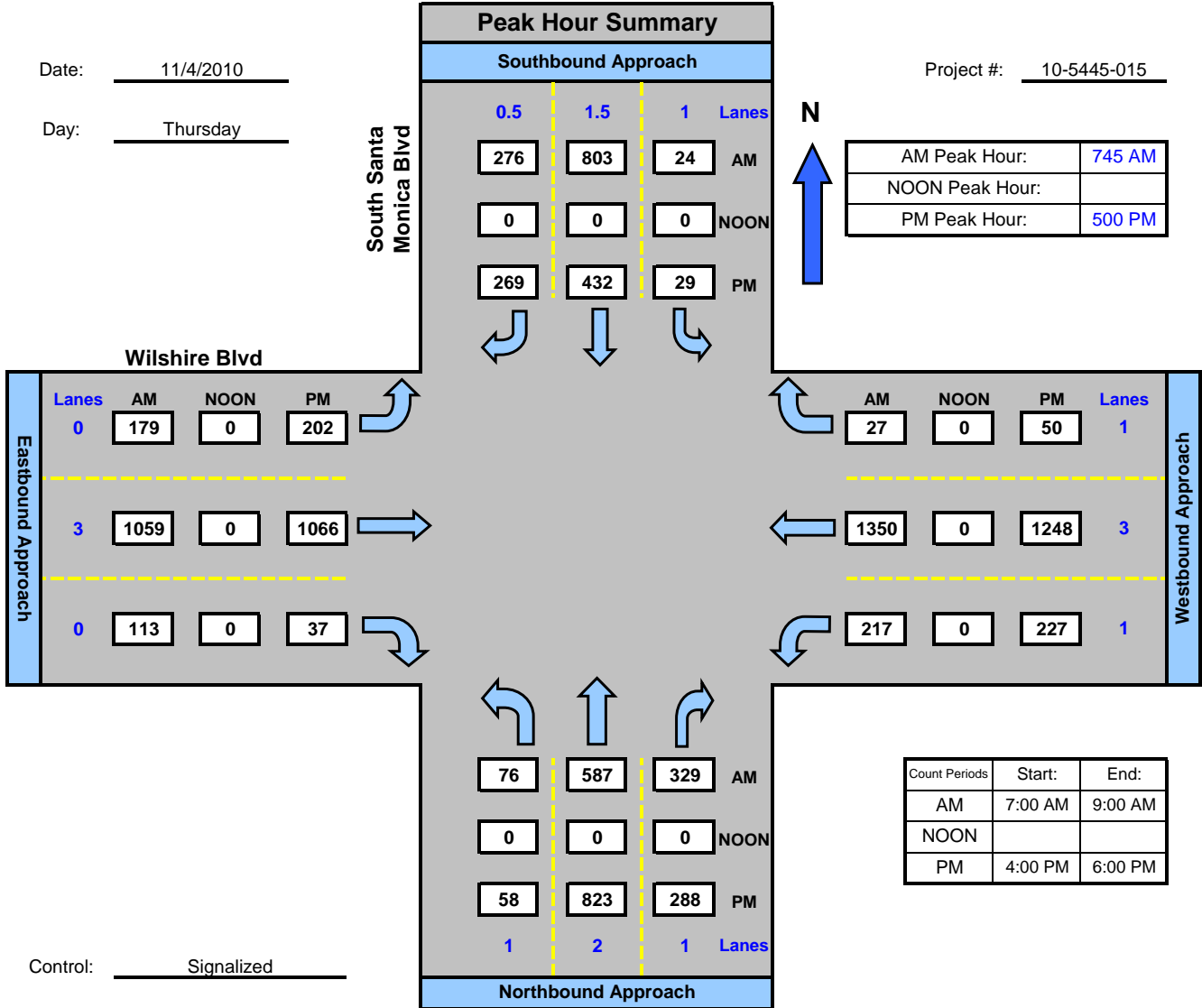
National Data & Surveying Services

## South Santa Monica Blvd and Wilshire Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-015



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: South Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-015

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	1.5	0.5	0	3	0	1	3	1	
7:00 AM	6	47	38	3	48	52	19	107	4	22	177	4	527
7:15 AM	9	70	40	4	75	48	12	133	7	28	258	4	688
7:30 AM	18	80	42	3	157	81	41	182	24	31	286	4	949
7:45 AM	24	147	65	7	207	58	41	248	45	53	332	11	1238
8:00 AM	23	190	101	9	208	65	58	224	37	57	332	6	1310
8:15 AM	18	136	84	5	180	86	44	287	16	53	332	6	1247
8:30 AM	11	114	79	3	208	67	36	300	15	54	354	4	1245
8:45 AM	12	116	76	6	211	65	51	279	17	62	289	8	1192
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	121	900	525	40	1294	522	302	1760	165	360	2360	47	8396

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	76	587	329	24	803	276	179	1059	113	217	1350	27	5040
PEAK HR. FACTOR:		0.790			0.978			0.962			0.967		0.962

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: South Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	1.5	0.5	0	3	0	1	3	1	
4:00 PM	17	196	94	3	110	65	50	264	6	64	330	10	1209
4:15 PM	13	173	109	8	98	69	54	271	8	56	260	11	1130
4:30 PM	24	178	82	12	102	58	50	262	9	60	254	11	1102
4:45 PM	17	175	71	9	101	50	54	285	7	58	290	10	1127
5:00 PM	16	195	83	1	118	59	58	269	15	63	320	7	1204
5:15 PM	12	200	73	9	103	77	53	259	8	62	338	8	1202
5:30 PM	19	215	73	11	115	65	47	268	5	47	310	18	1193
5:45 PM	11	213	59	8	96	68	44	270	9	55	280	17	1130
TOTAL VOLUMES =	NL 129	NT 1545	NR 644	SL 61	ST 843	SR 511	EL 410	ET 2148	ER 67	WL 465	WT 2382	WR 92	TOTAL 9297

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	58	823	288	29	432	269	202	1066	37	227	1248	50	4729
PEAK HR. FACTOR:		0.952			0.955			0.954			0.934		0.982

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



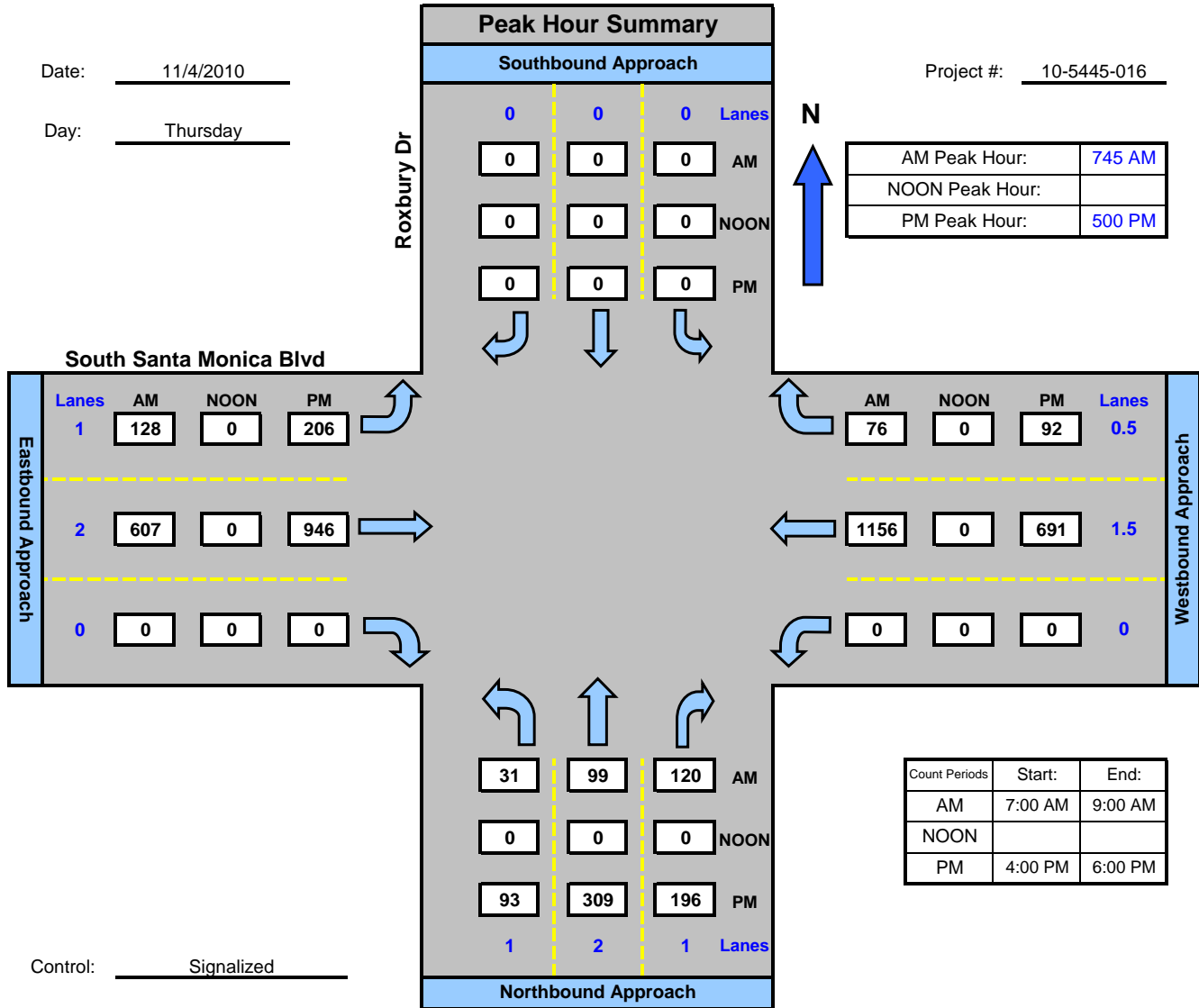
National Data & Surveying Services

## Roxbury Dr and South Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-016



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Roxbury Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	0	0	0	1	2	0	0	1.5	0.5	
7:00 AM	5	12	9				7	56			111	7	207
7:15 AM	7	8	15				8	74			145	3	260
7:30 AM	4	13	15				21	87			244	8	392
7:45 AM	4	26	21				33	143			313	25	565
8:00 AM	10	19	25				49	184			279	20	586
8:15 AM	8	34	40				22	156			277	15	552
8:30 AM	9	20	34				24	124			287	16	514
8:45 AM	6	29	49				24	138			276	19	541
<b>TOTAL VOLUMES =</b>	<b>53</b>	<b>161</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>188</b>	<b>962</b>	<b>0</b>	<b>0</b>	<b>1932</b>	<b>113</b>	<b>3617</b>

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	31	99	120	0	0	0	128	607	0	0	1156	76	2217
PEAK HR. FACTOR:		0.762			0.000			0.789			0.911		0.946

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Roxbury Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	0	0	0	1	2	0	0	1.5	0.5	
4:00 PM	29	70	70				36	218			154	22	599
4:15 PM	23	64	52				29	218			155	24	565
4:30 PM	17	77	59				38	217			153	20	581
4:45 PM	17	71	50				44	210			153	21	566
5:00 PM	36	104	62				50	244			179	27	702
5:15 PM	22	82	47				49	243			162	18	623
5:30 PM	24	65	47				55	237			170	26	624
5:45 PM	11	58	40				52	222			180	21	584
TOTAL VOLUMES =	179	591	427	0	0	0	353	1809	0	0	1306	179	4844

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	93	309	196	0	0	0	206	946	0	0	691	92	2533
PEAK HR. FACTOR:		0.740			0.000			0.980			0.950		0.902

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



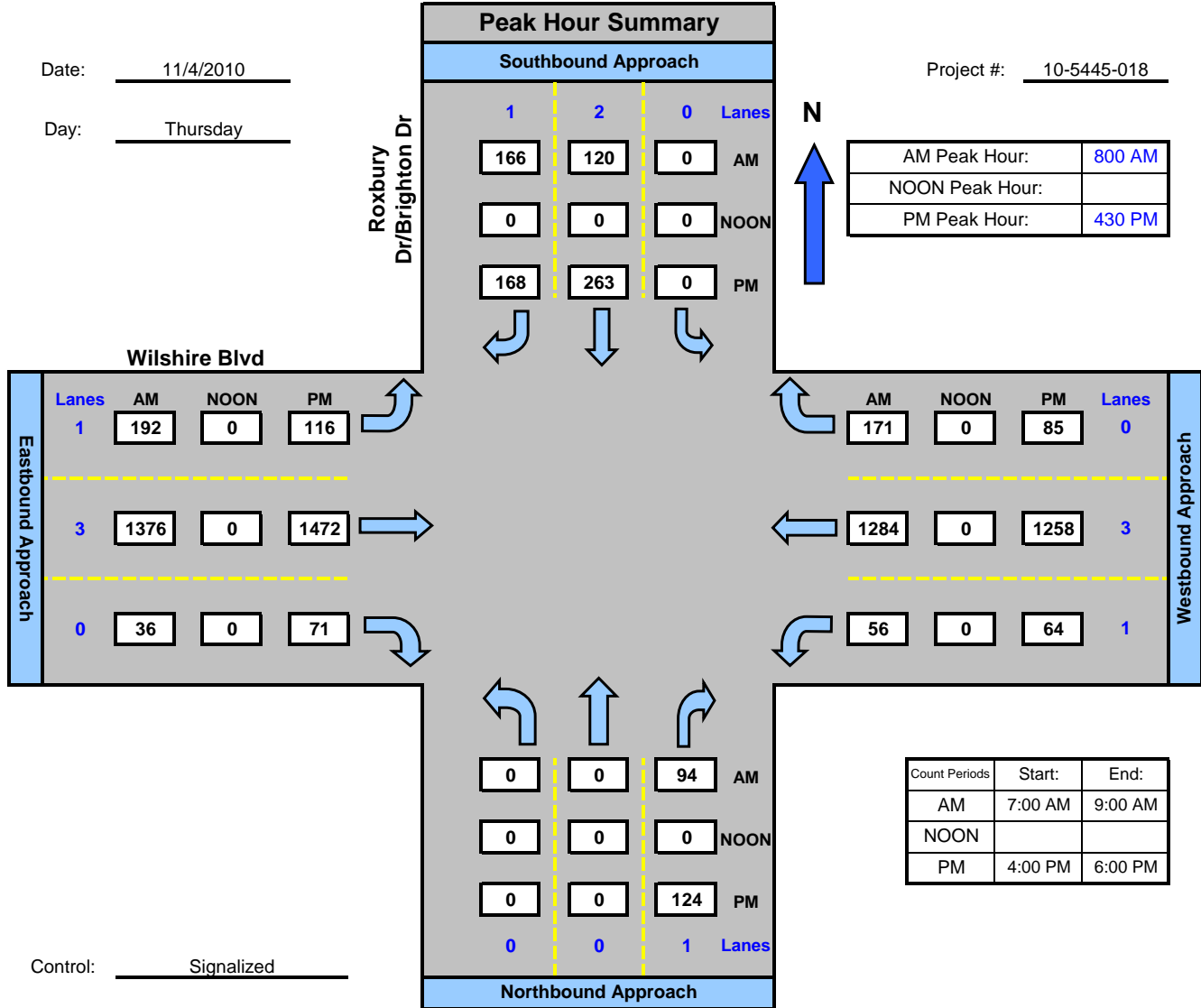
National Data & Surveying Services

## Roxbury Dr/Brighton Dr and Wilshire Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-018



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Roxbury Dr/Brighton Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-018

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	1	0	2	1	1	3	0	1	3	0	
7:00 AM			3		8	7	23	163	2	3	231	19	459
7:15 AM			5		11	14	14	193	2	5	263	15	522
7:30 AM			10		15	27	22	215	2	3	319	25	638
7:45 AM			14		42	30	32	300	5	14	372	46	855
8:00 AM			15		29	41	44	358	9	14	312	32	854
8:15 AM			33		18	45	43	333	5	13	356	42	888
8:30 AM			22		35	40	43	325	10	13	299	47	834
8:45 AM			24		38	40	62	360	12	16	317	50	919
TOTAL VOLUMES =	0	0	126	0	196	244	283	2247	47	81	2469	276	5969

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	94	0	120	166	192	1376	36	56	1284	171	3495
PEAK HR. FACTOR:		0.712			0.917			0.924			0.919		0.951

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Roxbury Dr/Brighton Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-018

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	1	0	2	1	1	3	0	1	3	0	
4:00 PM			31		39	23	19	354	14	21	277	11	789
4:15 PM			25		54	31	25	356	13	16	305	27	852
4:30 PM			31		66	43	32	348	6	12	330	25	893
4:45 PM			27		51	36	28	379	25	24	284	24	878
5:00 PM			27		76	56	30	367	23	12	324	17	932
5:15 PM			39		70	33	26	378	17	16	320	19	918
5:30 PM			11		65	29	40	407	13	11	294	14	884
5:45 PM			27		54	30	24	389	6	7	308	20	865
TOTAL VOLUMES =	0	0	218	0	475	281	224	2978	117	119	2442	157	7011

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	124	0	263	168	116	1472	71	64	1258	85	3621
PEAK HR. FACTOR:		0.795			0.816			0.960			0.958		0.971

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



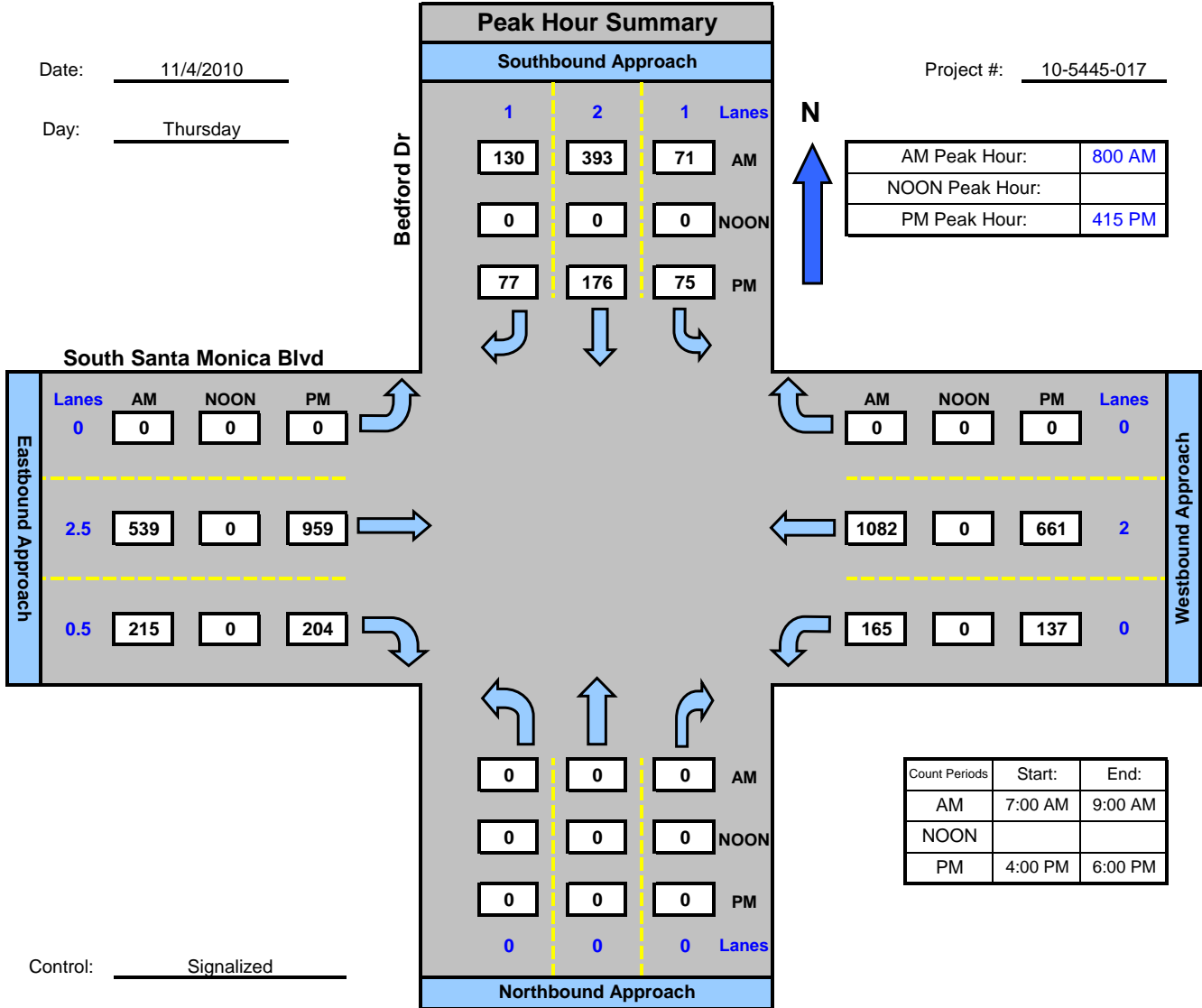
National Data & Surveying Services

## Bedford Dr and South Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-017





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bedford Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	2	1	0	2.5	0.5	0	2	0	
7:00 AM				6	38	25		65	21	18	137		310
7:15 AM				6	47	17		67	22	21	123		303
7:30 AM				9	75	28		90	18	31	204		455
7:45 AM				12	105	75		132	40	37	275		676
8:00 AM				19	65	33		162	48	34	261		622
8:15 AM				20	83	31		142	47	37	291		651
8:30 AM				12	106	24		112	62	39	281		636
8:45 AM				20	139	42		123	58	55	249		686
TOTAL VOLUMES =	0	0	0	104	658	275	0	893	316	272	1821	0	4339

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	71	393	130	0	539	215	165	1082	0	2595
PEAK HR. FACTOR:		0.000			0.739			0.898			0.950		0.946

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Bedford Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-017

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	2	1	0	2.5	0.5	0	2	0	
4:00 PM				18	50	26		241	63	30	151		579
4:15 PM				18	44	20		232	49	34	153		550
4:30 PM				19	41	16		235	54	40	159		564
4:45 PM				20	34	20		233	49	37	168		561
5:00 PM				18	57	21		259	52	26	181		614
5:15 PM				16	34	16		245	36	28	149		524
5:30 PM				11	46	19		244	42	30	172		564
5:45 PM				15	41	12		228	37	26	191		550
TOTAL VOLUMES =	0	0	0	135	347	150	0	1917	382	251	1324	0	4506

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	75	176	77	0	959	204	137	661	0	2289
PEAK HR. FACTOR:		0.000			0.854			0.935			0.964		0.932

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



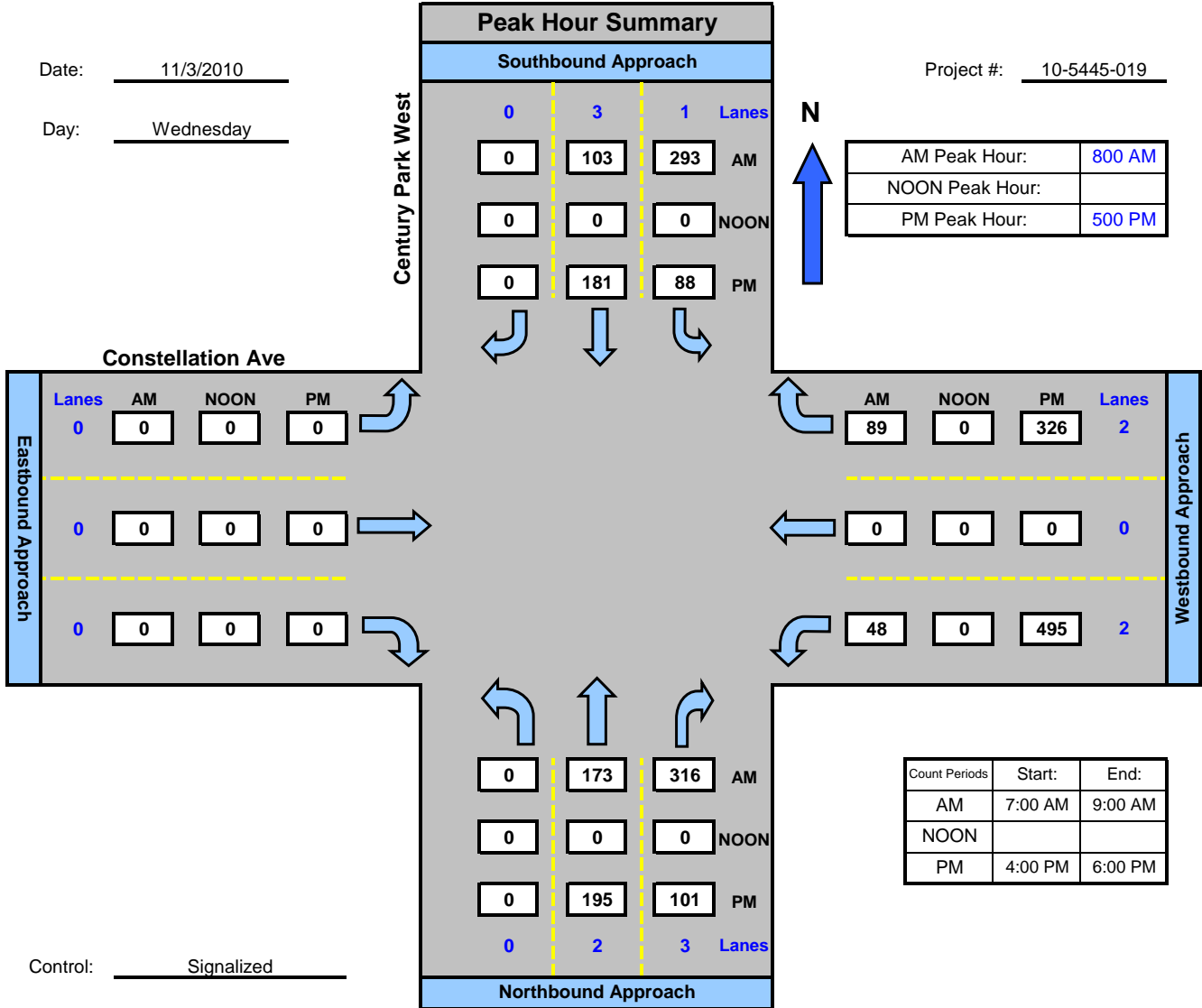
National Data & Surveying Services

## Century Park West and Constellation Ave , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-019



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: WEDNESDAY

PROJECT# 10-5445-019

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	3	1	3	0	0	0	0	2	0	2	
7:00 AM		6	30	25	15					8		8	92
7:15 AM		12	30	35	10					6		14	107
7:30 AM		27	39	39	25					7		14	151
7:45 AM		44	57	64	22					4		18	209
8:00 AM		40	69	54	15					10		24	212
8:15 AM		32	71	74	14					7		11	209
8:30 AM		46	90	67	37					18		24	282
8:45 AM		55	86	98	37					13		30	319
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	262	472	456	175	0	0	0	0	73	0	143	1581

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	173	316	293	103	0	0	0	0	48	0	89	1022
PEAK HR. FACTOR:		0.867		0.733			0.000			0.797			0.801

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: WEDNESDAY

PROJECT# 10-5445-019

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	3	1	3	0	0	0	0	2	0	2	
4:00 PM		40	35	22	47					75		73	292
4:15 PM		46	34	18	39					72		66	275
4:30 PM		40	21	30	42					89		66	288
4:45 PM		43	32	25	45					76		65	286
5:00 PM		40	27	19	54					98		67	305
5:15 PM		55	19	23	47					130		80	354
5:30 PM		47	24	23	44					128		76	342
5:45 PM		53	31	23	36					139		103	385
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	364	223	183	354	0	0	0	0	807	0	596	2527

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	195	101	88	181	0	0	0	0	495	0	326	1386
PEAK HR. FACTOR:		0.881		0.921			0.000			0.848			0.900

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



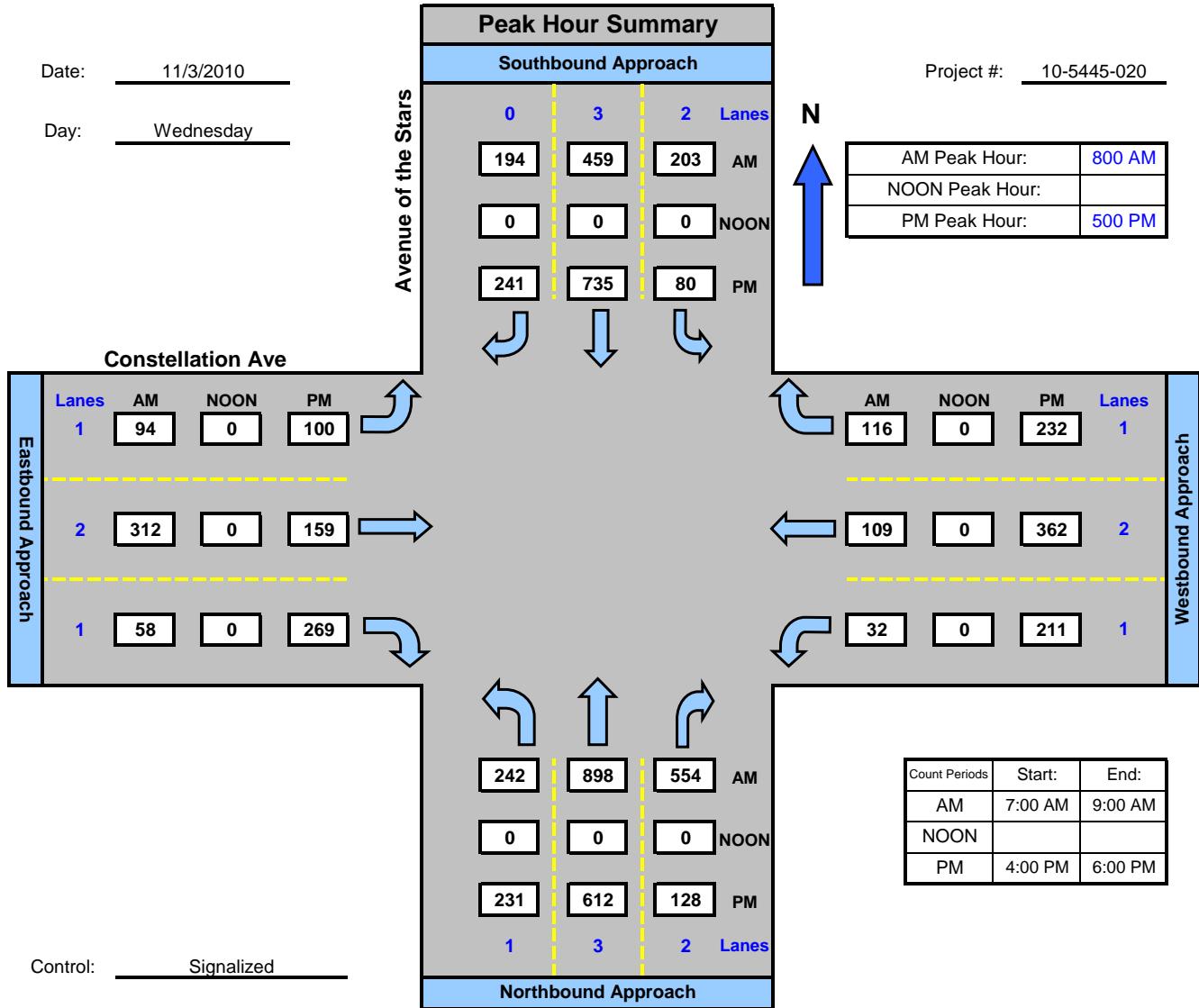
National Data & Surveying Services

## Avenue of the Stars and Constellation Ave , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-020



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: WEDNESDAY

PROJECT# 10-5445-020

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	2	2	3	0	1	2	1	1	2	1	
7:00 AM	18	88	49	34	55	23	9	25	6	3	10	11	331
7:15 AM	25	114	59	33	64	28	6	30	13	4	14	20	410
7:30 AM	37	156	61	30	67	36	20	36	9	4	13	16	485
7:45 AM	44	167	94	49	88	28	13	51	9	6	26	12	587
8:00 AM	54	185	100	48	109	31	21	59	10	6	23	27	673
8:15 AM	49	197	137	48	110	53	19	71	15	5	24	28	756
8:30 AM	71	218	147	51	132	57	25	83	16	9	38	28	875
8:45 AM	68	298	170	56	108	53	29	99	17	12	24	33	967
TOTAL VOLUMES =	NL 366	NT 1423	NR 817	SL 349	ST 733	SR 309	EL 142	ET 454	ER 95	WL 49	WT 172	WR 175	TOTAL 5084

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	242	898	554	203	459	194	94	312	58	32	109	116	3271
PEAK HR. FACTOR:		0.790		0.892			0.800			0.857			0.846

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: WEDNESDAY

PROJECT# 10-5445-020

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	2	2	3	0	1	2	1	1	2	1	
4:00 PM	43	130	17	15	168	49	25	41	64	30	48	33	663
4:15 PM	54	128	21	9	150	37	28	37	49	17	38	30	598
4:30 PM	72	115	20	11	129	50	24	32	56	39	68	34	650
4:45 PM	46	122	15	23	140	46	17	49	49	33	57	31	628
5:00 PM	54	139	33	25	196	52	26	36	72	61	74	59	827
5:15 PM	58	123	29	14	184	55	18	35	57	41	84	48	746
5:30 PM	51	176	45	25	201	68	30	45	81	57	97	64	940
5:45 PM	68	174	21	16	154	66	26	43	59	52	107	61	847
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	446	1107	201	138	1322	423	194	318	487	330	573	360	5899

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	231	612	128	80	735	241	100	159	269	211	362	232	3360
PEAK HR. FACTOR:		0.892			0.898			0.846			0.915		0.894

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:



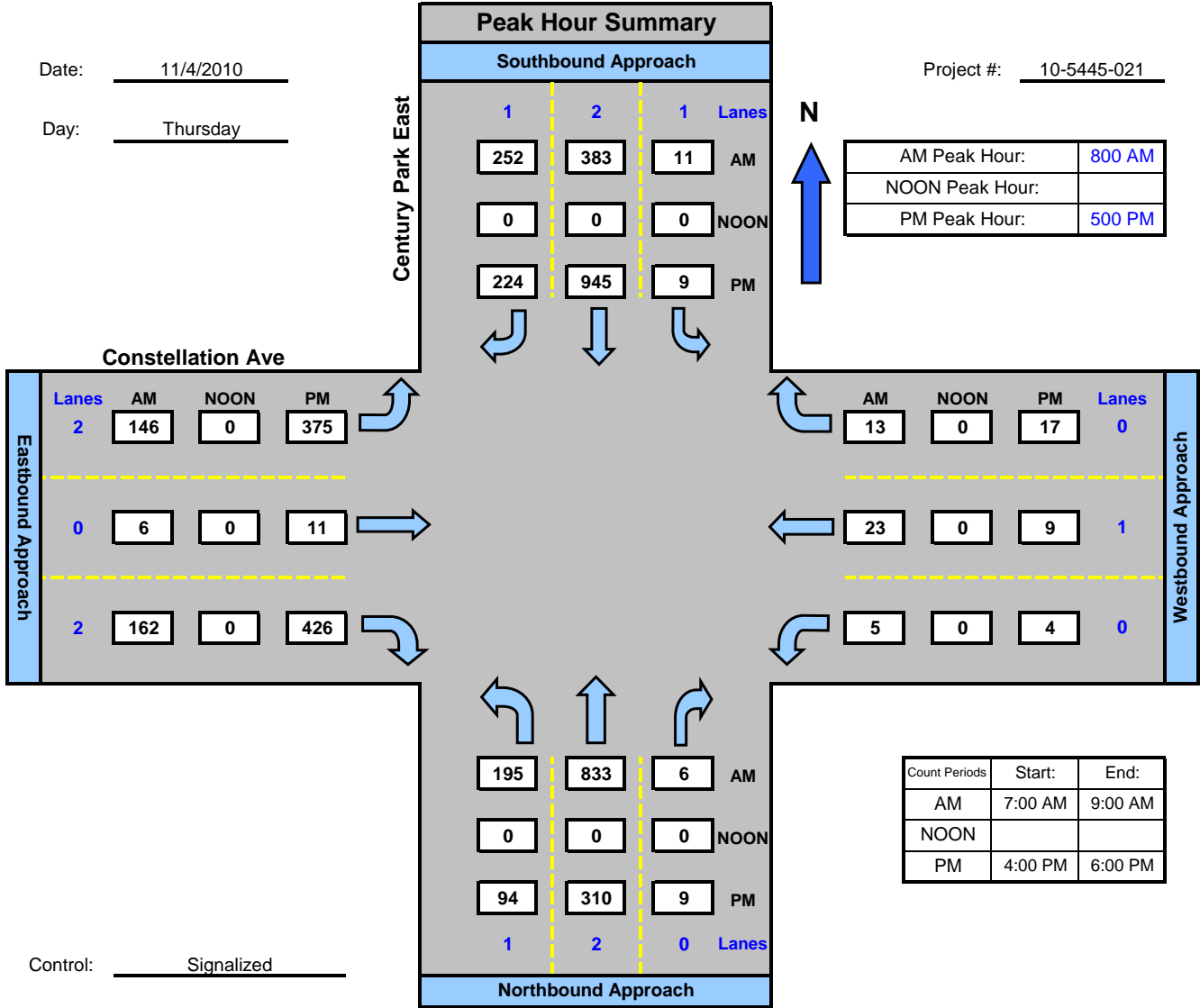
National Data & Surveying Services

## Century Park East and Constellation Ave , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-021



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: THURSDAY

PROJECT# 10-5445-021

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	2	0	2	0	1	0	
7:00 AM	21	61	7	3	59	37	17	1	17	1	3	4	231
7:15 AM	25	83	1	5	45	41	19	1	9	2	4	5	240
7:30 AM	22	113	1	6	64	42	15	4	23	4	1	1	296
7:45 AM	32	162	3	3	79	46	27	3	27	0	6	2	390
8:00 AM	42	213	2	1	90	54	34	2	28	1	10	4	481
8:15 AM	53	201	1	2	97	57	33	0	46	2	6	4	502
8:30 AM	37	236	1	2	88	72	42	1	40	1	1	1	522
8:45 AM	63	183	2	6	108	69	37	3	48	1	6	4	530
TOTAL VOLUMES =	295	1252	18	28	630	418	224	15	238	12	37	25	3192

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	195	833	6	11	383	252	146	6	162	5	23	13	2035
PEAK HR. FACTOR:		0.943			0.883			0.892			0.683		0.960

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Constellation Ave

DAY: THURSDAY

PROJECT# 10-5445-021

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	2	0	2	0	1	0	
4:00 PM	26	93	2	4	146	35	56	1	75	2	3	3	446
4:15 PM	26	89	2	4	132	47	47	3	62	0	2	3	417
4:30 PM	27	70	3	2	164	32	64	3	81	1	1	3	451
4:45 PM	22	88	2	3	161	39	68	4	69	1	1	0	458
5:00 PM	21	92	3	1	242	43	82	2	105	3	2	2	598
5:15 PM	31	66	4	3	215	57	88	2	106	0	1	4	577
5:30 PM	24	75	1	2	266	60	107	3	110	0	4	8	660
5:45 PM	18	77	1	3	222	64	98	4	105	1	2	3	598
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	195	650	18	22	1548	377	610	22	713	8	16	26	4205

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	94	310	9	9	945	224	375	11	426	4	9	17	2433
PEAK HR. FACTOR:		0.890			0.898			0.923			0.625		0.922

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



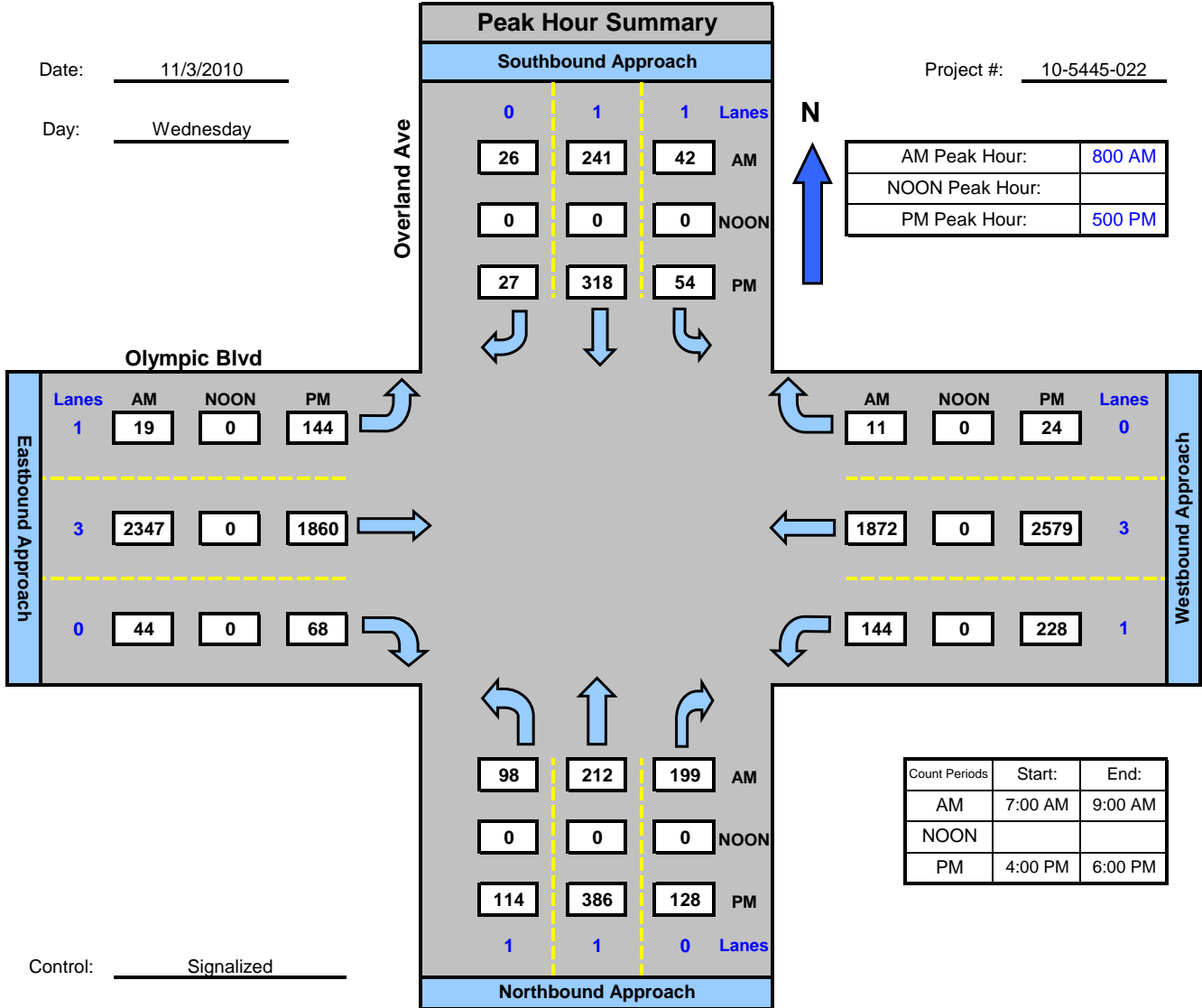
National Data & Surveying Services

## Overland Ave and Olympic Blvd , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-022



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-022

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	12	32	13	8	30	5	2	141	9	24	238	3	517
7:15 AM	18	55	16	5	38	5	7	213	13	39	376	5	790
7:30 AM	24	74	28	8	51	7	4	298	7	20	459	4	984
7:45 AM	22	59	45	9	53	4	5	411	11	22	532	6	1179
8:00 AM	28	51	38	8	44	11	5	518	11	38	496	3	1251
8:15 AM	24	48	52	13	69	4	4	590	10	38	426	1	1279
8:30 AM	19	53	47	8	63	4	6	618	12	35	491	4	1360
8:45 AM	27	60	62	13	65	7	4	621	11	33	459	3	1365
TOTAL VOLUMES =	NL 174	NT 432	NR 301	SL 72	ST 413	SR 47	EL 37	ET 3410	ER 84	WL 249	WT 3477	WR 29	TOTAL 8725

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	98	212	199	42	241	26	19	2347	44	144	1872	11	5255
PEAK HR. FACTOR:		0.854		0.898			0.947			0.944		0.962	

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Overland Ave

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-022

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	3	0	1	3	0	
4:00 PM	27	102	35	14	77	4	14	429	28	53	476	6	1265
4:15 PM	25	84	20	10	73	6	7	450	17	57	559	7	1315
4:30 PM	30	90	31	21	92	5	12	447	24	43	487	5	1287
4:45 PM	24	84	33	10	78	3	4	511	15	52	536	4	1354
5:00 PM	22	100	38	16	80	4	62	433	19	68	603	6	1451
5:15 PM	25	98	27	11	82	8	70	467	18	53	667	10	1536
5:30 PM	30	104	36	11	74	7	7	426	15	52	675	3	1440
5:45 PM	37	84	27	16	82	8	5	534	16	55	634	5	1503
TOTAL VOLUMES =	220	746	247	109	638	45	181	3697	152	433	4637	46	11151

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	114	386	128	54	318	27	144	1860	68	228	2579	24	5930
PEAK HR. FACTOR:		0.924			0.941			0.933			0.970		0.965

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



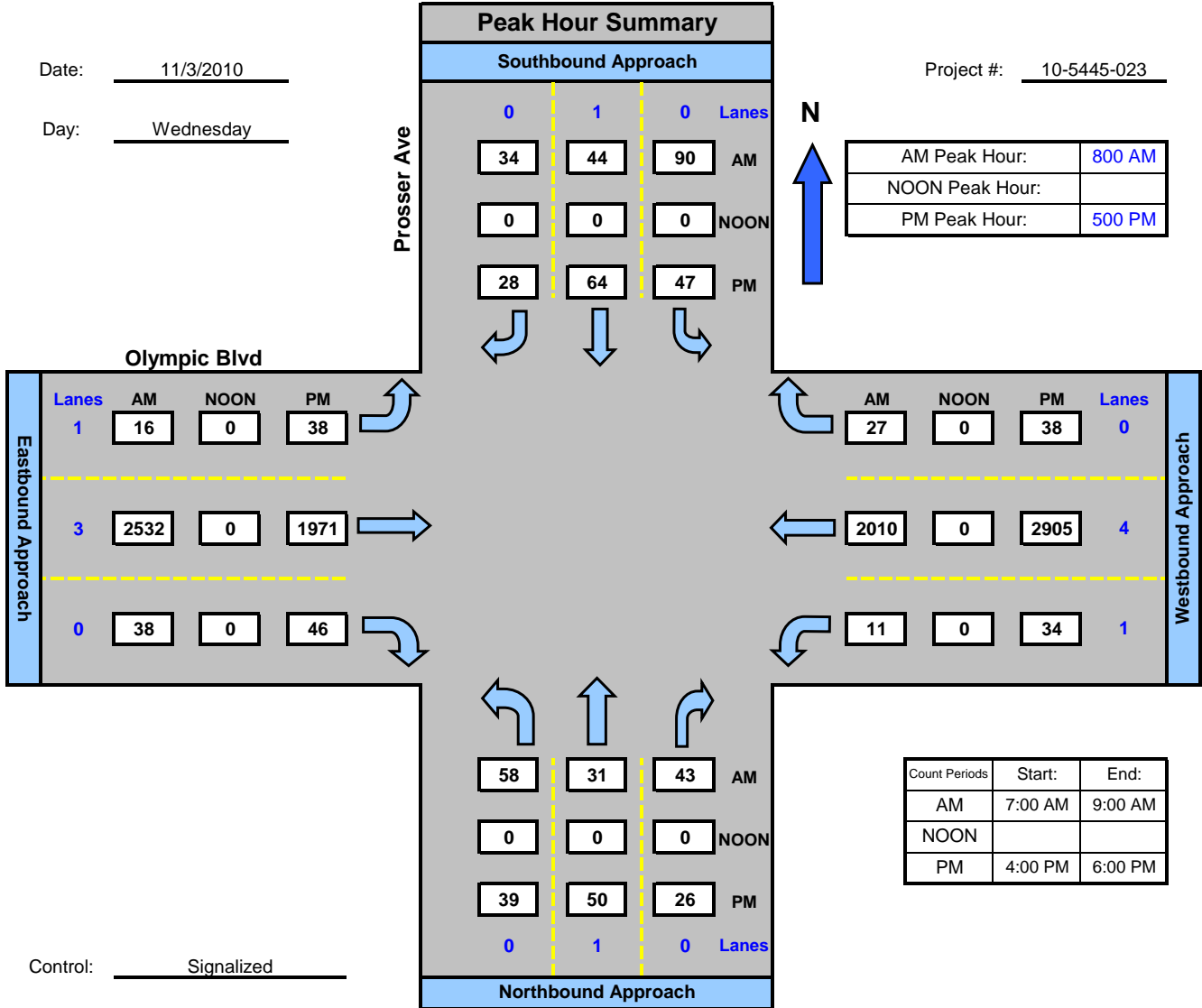
National Data & Surveying Services

## Prosser Ave and Olympic Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-023



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Prosser Ave](#)

DATE: [11/03/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Olympic Blvd](#)

DAY: [WEDNESDAY](#)

PROJECT# [10-5445-023](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	4	0	
7:00 AM	1	3	0	3	6	3	0	161	4	2	281	2	466
7:15 AM	11	4	3	7	6	11	2	238	2	2	407	3	696
7:30 AM	18	11	6	7	4	11	2	356	2	1	467	4	889
7:45 AM	36	20	5	13	4	6	4	432	4	5	555	10	1094
8:00 AM	13	8	7	23	15	9	7	540	12	0	533	5	1172
8:15 AM	19	6	6	24	6	9	3	623	6	4	476	2	1184
8:30 AM	13	11	17	26	10	9	3	671	9	2	501	7	1279
8:45 AM	13	6	13	17	13	7	3	698	11	5	500	13	1299
TOTAL VOLUMES =	NL 124	NT 69	NR 57	SL 120	ST 64	SR 65	EL 24	ET 3719	ER 50	WL 21	WT 3720	WR 46	TOTAL 8079

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	58	31	43	90	44	34	16	2532	38	11	2010	27	4934
PEAK HR. FACTOR:		0.805		0.894				0.908			0.952		0.950

CONTROL: [Signalized](#)



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Prosser Ave](#)

DATE: [11/03/2010](#)

LOCATION: [City of Century City](#)

E-W STREET: [Olympic Blvd](#)

DAY: [WEDNESDAY](#)

PROJECT# [10-5445-023](#)

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	4	0	
4:00 PM	10	9	2	13	10	1	3	483	4	6	563	9	1113
4:15 PM	11	10	5	16	12	10	9	490	10	6	629	4	1212
4:30 PM	4	12	5	13	4	3	7	503	6	8	563	8	1136
4:45 PM	13	15	5	9	15	7	4	496	6	5	613	11	1199
5:00 PM	3	9	4	15	15	6	15	482	14	7	711	12	1293
5:15 PM	15	14	9	15	20	5	7	490	13	7	755	7	1357
5:30 PM	12	12	6	8	13	9	7	509	7	11	741	10	1345
5:45 PM	9	15	7	9	16	8	9	490	12	9	698	9	1291
TOTAL VOLUMES =	77	96	43	98	105	49	61	3943	72	59	5273	70	9946

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	39	50	26	47	64	28	38	1971	46	34	2905	38	5286
PEAK HR. FACTOR:		0.757		0.869			0.982			0.968			0.974

CONTROL: [Signalized](#)

# Intersection Turning Movement

Prepared by:



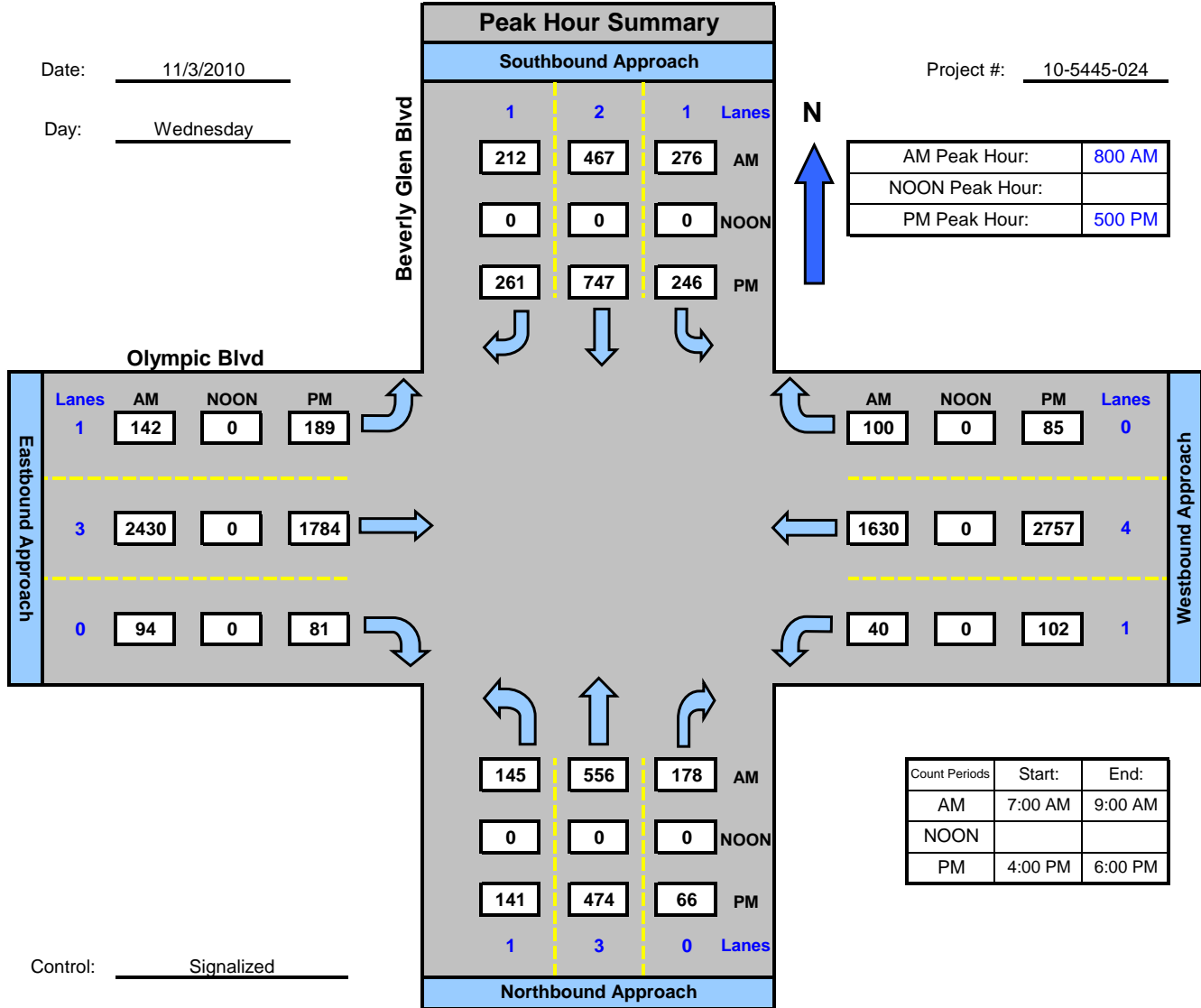
National Data & Surveying Services

## Beverly Glen Blvd and Olympic Blvd , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-024



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Glen Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	2	1	1	3	0	1	4	0	
7:00 AM	13	72	18	14	42	27	14	149	10	7	242	16	624
7:15 AM	15	88	17	19	59	43	23	222	10	6	350	23	875
7:30 AM	38	140	21	43	88	50	29	344	23	11	381	29	1197
7:45 AM	65	151	30	44	121	61	41	384	20	7	432	38	1394
8:00 AM	31	126	26	51	119	58	36	530	30	11	422	23	1463
8:15 AM	40	139	40	61	112	37	31	578	14	14	406	35	1507
8:30 AM	32	138	40	77	108	66	39	683	29	4	394	26	1636
8:45 AM	42	153	72	87	128	51	36	639	21	11	408	16	1664
<b>TOTAL VOLUMES =</b>	<b>276</b>	<b>1007</b>	<b>264</b>	<b>396</b>	<b>777</b>	<b>393</b>	<b>249</b>	<b>3529</b>	<b>157</b>	<b>71</b>	<b>3035</b>	<b>206</b>	<b>10360</b>

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	145	556	178	276	467	212	142	2430	94	40	1630	100	6270
PEAK HR. FACTOR:		0.823		0.898			0.887			0.970			0.942

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Glen Blvd

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	2	1	1	3	0	1	4	0	
4:00 PM	35	110	26	90	182	53	27	394	17	19	484	17	1454
4:15 PM	23	106	12	48	173	50	39	471	23	23	603	30	1601
4:30 PM	27	121	16	45	159	45	59	424	16	23	529	29	1493
4:45 PM	20	121	11	45	170	45	42	467	25	21	600	30	1597
5:00 PM	31	116	11	60	192	82	44	392	20	21	662	26	1657
5:15 PM	32	92	14	64	212	62	45	481	20	27	709	16	1774
5:30 PM	39	143	25	65	193	68	50	419	20	23	681	24	1750
5:45 PM	39	123	16	57	150	49	50	492	21	31	705	19	1752
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	246	932	131	474	1431	454	356	3540	162	188	4973	191	13078

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	141	474	66	246	747	261	189	1784	81	102	2757	85	6933
PEAK HR. FACTOR:		0.822		0.928			0.912			0.975			0.977

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



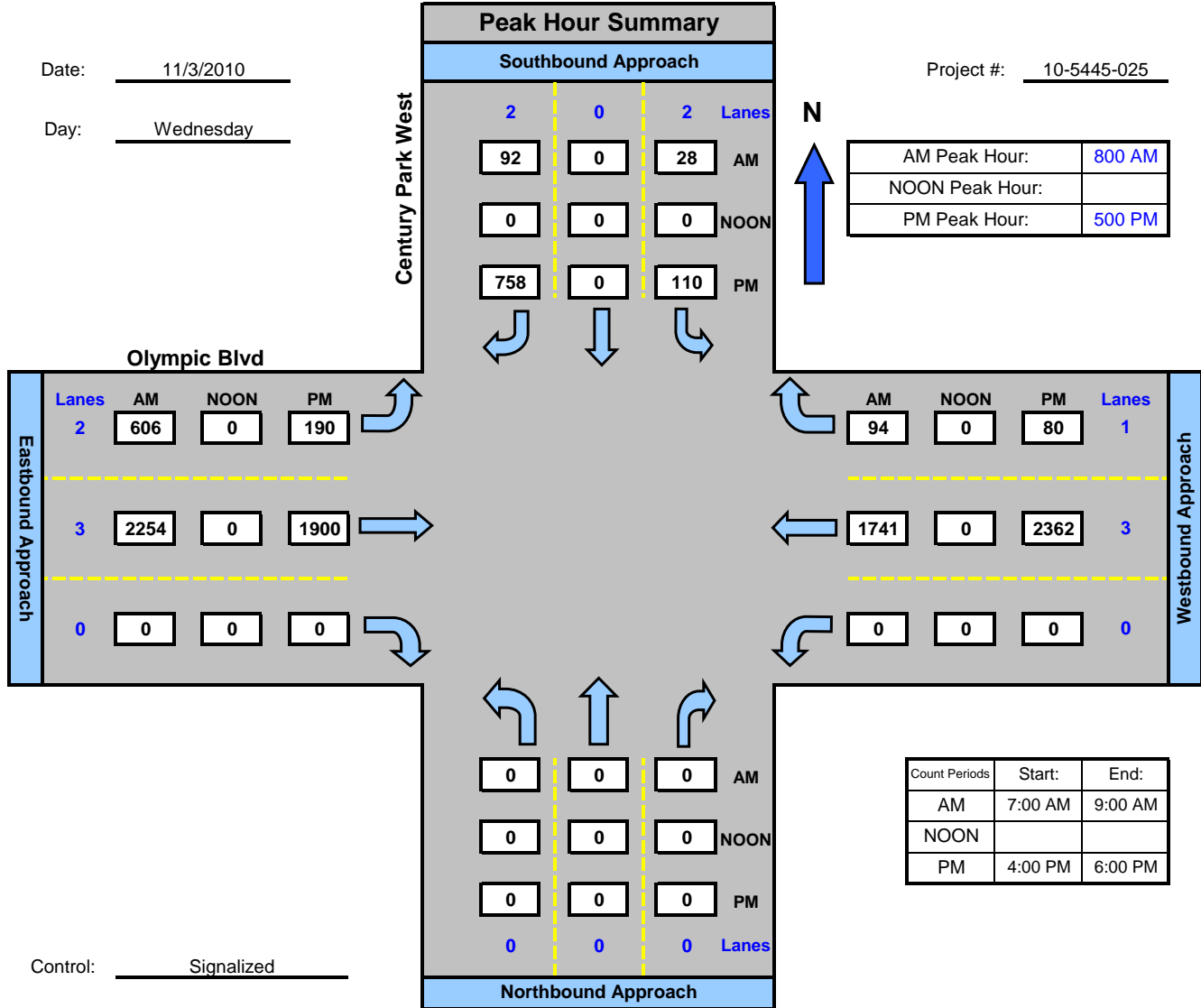
National Data & Surveying Services

## Century Park West and Olympic Blvd, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-025



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-025

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0	2	2	3	0	0	3	1	
7:00 AM				2		19	45	129			267	3	465
7:15 AM				4		10	58	214			344	7	637
7:30 AM				2		15	59	297			393	10	776
7:45 AM				11		9	111	386			498	19	1034
8:00 AM				5		21	133	439			424	16	1038
8:15 AM				4		17	141	554			437	23	1176
8:30 AM				9		30	177	607			399	23	1245
8:45 AM				10		24	155	654			481	32	1356
TOTAL VOLUMES =	0	0	0	47	0	145	879	3280	0	0	3243	133	7727

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	28	0	92	606	2254	0	0	1741	94	4815
PEAK HR. FACTOR:		0.000			0.769			0.884			0.894		0.888

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park West

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: WEDNESDAY

PROJECT# 10-5445-025

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0	2	2	3	0	0	3	1	
4:00 PM				39		118	54	447			475	17	1150
4:15 PM				22		95	44	442			545	12	1160
4:30 PM				31		126	37	394			464	15	1067
4:45 PM				19		104	42	441			522	19	1147
5:00 PM				30		175	51	434			572	11	1273
5:15 PM				26		173	46	462			626	19	1352
5:30 PM				30		208	38	511			583	25	1395
5:45 PM				24		202	55	493			581	25	1380
TOTAL VOLUMES =	0	0	0	221	0	1201	367	3624	0	0	4368	143	9924

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	110	0	758	190	1900	0	0	2362	80	5400
PEAK HR. FACTOR:		0.000			0.912			0.952			0.947		0.968

CONTROL: Signalized

# Intersection Turning Movement



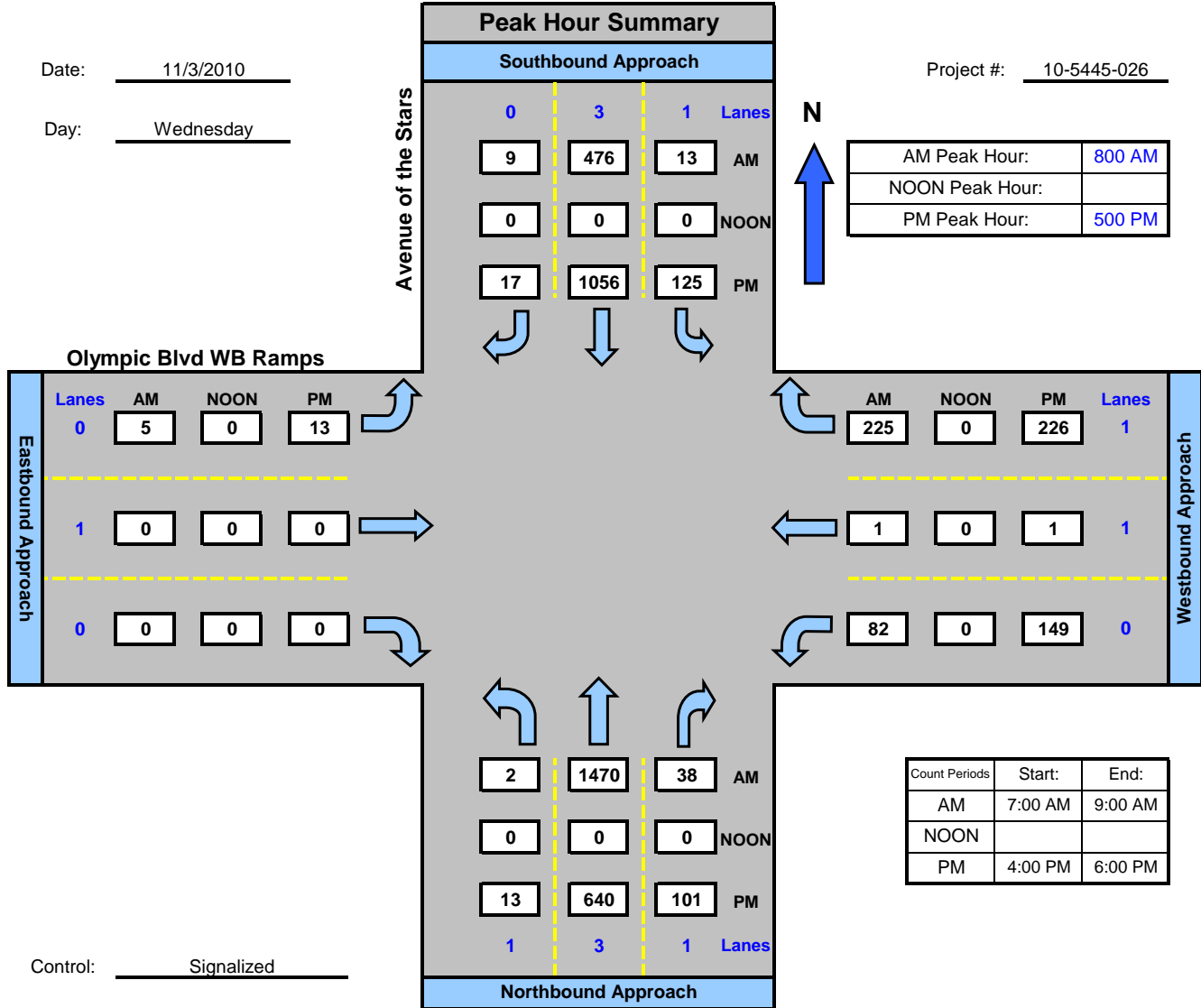
National Data & Surveying Services

## Avenue of the Stars and Olympic Blvd WB Ramps , City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-026





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd WB Ramps

DAY: WEDNESDAY

PROJECT# 10-5445-026

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	1	3	0	0	1	0	0	1	1	
7:00 AM	1	131	3	5	57	2	0	1		11	0	26	237
7:15 AM	0	167	2	1	65	2	0	0		15	0	28	280
7:30 AM	0	229	8	3	73	0	0	0		13	1	54	381
7:45 AM	1	239	8	3	83	1	0	0		18	0	44	397
8:00 AM	0	309	8	2	103	0	1	0		15	0	49	487
8:15 AM	0	332	9	4	100	1	1	0		16	1	52	516
8:30 AM	2	404	11	3	150	2	1	0		22	0	56	651
8:45 AM	0	425	10	4	123	6	2	0		29	0	68	667
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	4	2236	59	25	754	14	5	1	0	139	2	377	3616

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	2	1470	38	13	476	9	5	0	0	82	1	225	2321
PEAK HR. FACTOR:		0.868		0.803			0.625			0.794			0.870

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd WB Ramps

DAY: WEDNESDAY

PROJECT# 10-5445-026

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	1	3	0	0	1	0	0	1	1	
4:00 PM	2	147	21	22	222	4	0			16	1	36	471
4:15 PM	3	126	14	16	195	2	2			32	0	49	439
4:30 PM	2	131	21	22	195	2	0			19	0	38	430
4:45 PM	5	157	15	25	190	4	4			24	1	42	467
5:00 PM	5	156	31	30	290	3	6			30	0	46	597
5:15 PM	3	141	29	26	244	7	3			35	0	51	539
5:30 PM	1	165	21	36	293	4	2			27	0	62	611
5:45 PM	4	178	20	33	229	3	2			57	1	67	594
TOTAL VOLUMES =	NL 25	NT 1201	NR 172	SL 210	ST 1858	SR 29	EL 19	ET 0	ER 0	WL 240	WT 3	WR 391	TOTAL 4148

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	13	640	101	125	1056	17	13	0	0	149	1	226	2341
PEAK HR. FACTOR:		0.933		0.899			0.542			0.752			0.958

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



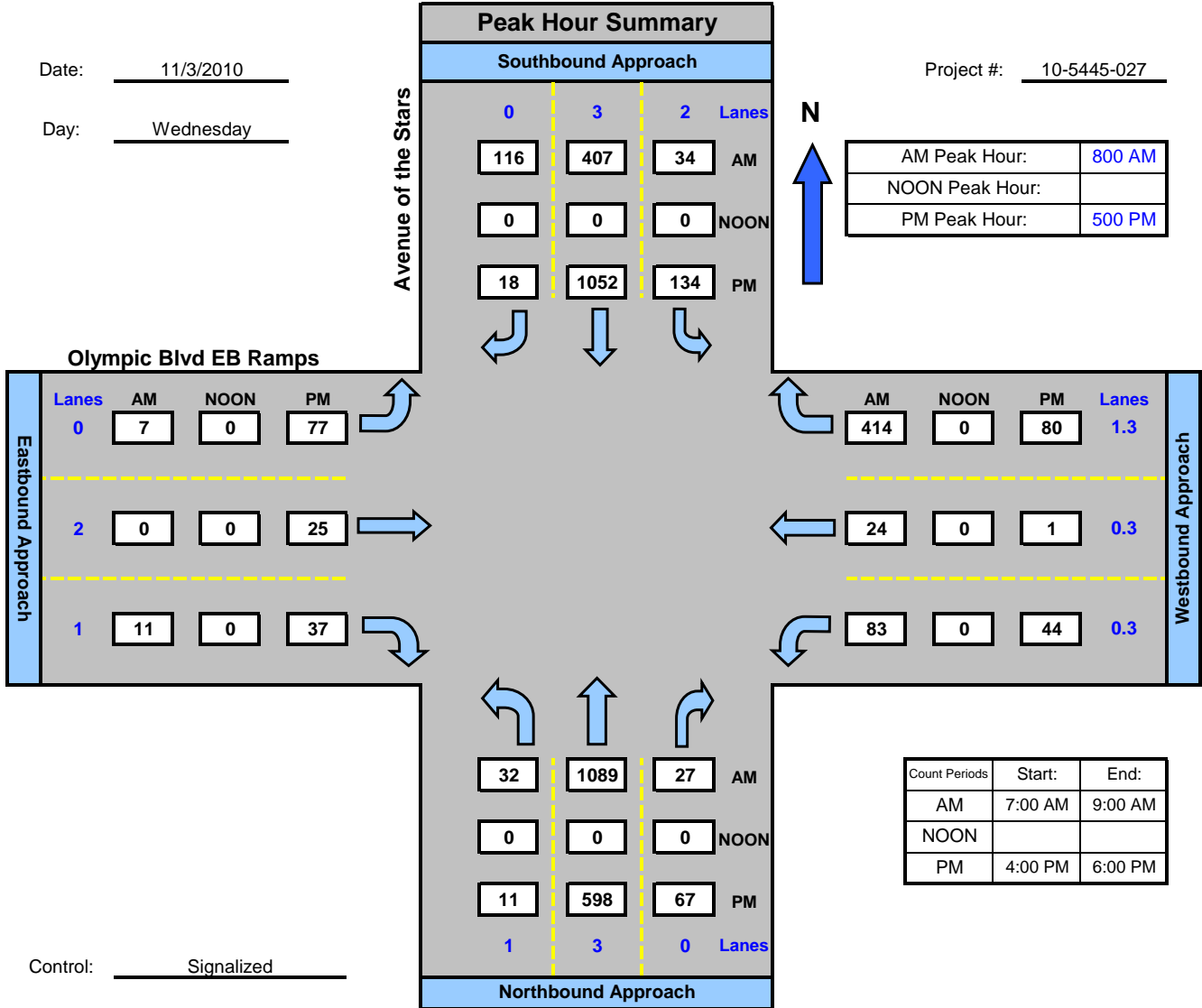
National Data & Surveying Services

## Avenue of the Stars and Olympic Blvd EB Ramps, City of Century City

Date: 11/3/2010

Day: Wednesday

Project #: 10-5445-027



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd EB Ramps

DAY: WEDNESDAY

PROJECT# 10-5445-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	2	3	0	0	2	1	0.3	0.3	1.3	
7:00 AM	2	106	2	2	53	8	0		2	7	1	24	207
7:15 AM	2	149	5	6	62	17	1		1	7	1	24	275
7:30 AM	2	196	5	3	60	16	0		0	10	0	35	327
7:45 AM	2	216	7	2	79	26	1		1	6	5	38	383
8:00 AM	7	222	8	11	78	28	1		4	14	7	87	467
8:15 AM	6	261	10	3	94	20	1		2	12	5	86	500
8:30 AM	10	294	4	13	121	31	1		4	21	5	118	622
8:45 AM	9	312	5	7	114	37	4		1	36	7	123	655
<b>TOTAL VOLUMES =</b>	<b>40</b>	<b>1756</b>	<b>46</b>	<b>47</b>	<b>661</b>	<b>183</b>	<b>9</b>	<b>0</b>	<b>15</b>	<b>113</b>	<b>31</b>	<b>535</b>	<b>3436</b>

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	32	1089	27	34	407	116	7	0	11	83	24	414	2244
PEAK HR. FACTOR:		0.880			0.844			0.900			0.785		0.856

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/03/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd EB Ramps

DAY: WEDNESDAY

PROJECT# 10-5445-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	2	3	0	0	2	1	0.3	0.3	1.3	
4:00 PM	1	141	14	28	200	7	10	4	6	15	1	12	439
4:15 PM	7	123	11	22	200	8	4	1	9	17	1	23	426
4:30 PM	2	115	13	15	196	1	9	1	3	8	0	24	387
4:45 PM	2	148	25	21	184	5	4	3	8	9	0	25	434
5:00 PM	2	148	25	29	292	3	20	7	14	9	0	25	574
5:15 PM	3	134	10	31	243	4	20	7	8	6	0	14	480
5:30 PM	2	155	11	40	275	5	16	6	3	10	0	22	545
5:45 PM	4	161	21	34	242	6	21	5	12	19	1	19	545
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	23	1125	130	220	1832	39	104	34	63	93	3	164	3830

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	11	598	67	134	1052	18	77	25	37	44	1	80	2144
PEAK HR. FACTOR:		0.909		0.929			0.848			0.801			0.934

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



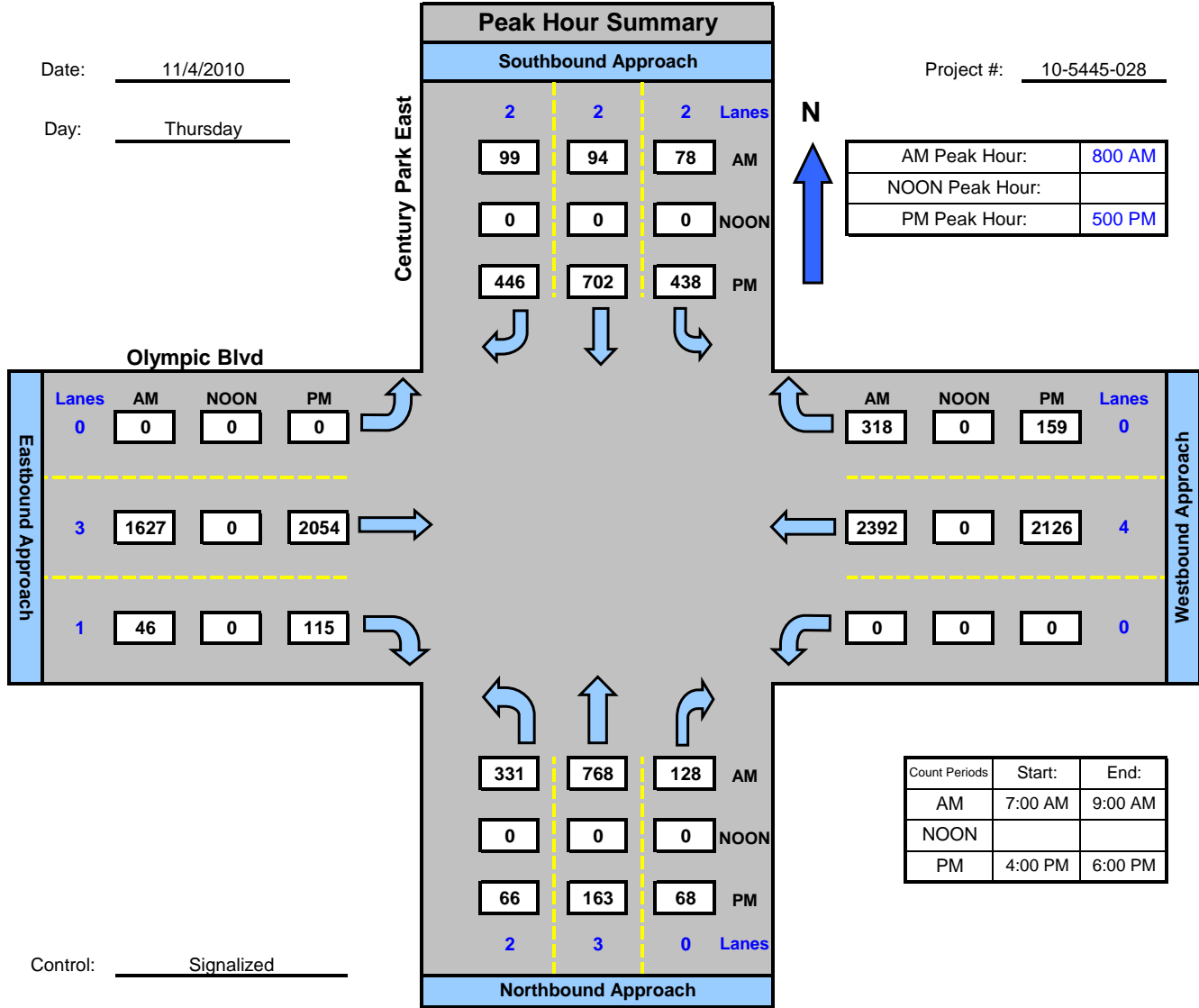
National Data & Surveying Services

## Century Park East and Olympic Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-028



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	3	0	2	2	2	0	3	1	0	4	0	
7:00 AM	25	60	8	20	12	13		108	8		294	37	585
7:15 AM	26	87	16	8	13	20		147	4		325	34	680
7:30 AM	46	112	12	23	12	24		247	13		378	40	907
7:45 AM	56	135	12	21	19	16		313	15		512	83	1182
8:00 AM	73	166	30	16	17	20		347	13		578	99	1359
8:15 AM	86	194	35	22	27	23		435	9		553	70	1454
8:30 AM	86	206	32	20	28	24		409	13		634	74	1526
8:45 AM	86	202	31	20	22	32		436	11		627	75	1542
<b>TOTAL VOLUMES =</b>	<b>484</b>	<b>1162</b>	<b>176</b>	<b>150</b>	<b>150</b>	<b>172</b>	<b>0</b>	<b>2442</b>	<b>86</b>	<b>0</b>	<b>3901</b>	<b>512</b>	<b>9235</b>

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	331	768	128	78	94	99	0	1627	46	0	2392	318	5881
PEAK HR. FACTOR:		0.947			0.916			0.936			0.957		0.953

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	3	0	2	2	2	0	3	1	0	4	0	
4:00 PM	15	33	21	96	67	90		461	24		442	52	1301
4:15 PM	13	53	27	73	89	71		477	32		426	52	1313
4:30 PM	20	38	15	78	105	93		465	24		461	46	1345
4:45 PM	16	54	20	72	89	88		415	26		478	41	1299
5:00 PM	12	32	12	107	151	114		514	27		575	52	1596
5:15 PM	23	48	25	114	176	101		485	31		536	36	1575
5:30 PM	17	39	15	96	181	130		596	31		533	43	1681
5:45 PM	14	44	16	121	194	101		459	26		482	28	1485
<b>TOTAL VOLUMES =</b>	<b>130</b>	<b>341</b>	<b>151</b>	<b>757</b>	<b>1052</b>	<b>788</b>	<b>0</b>	<b>3872</b>	<b>221</b>	<b>0</b>	<b>3933</b>	<b>350</b>	<b>11595</b>

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	66	163	68	438	702	446	0	2054	115	0	2126	159	6337
PEAK HR. FACTOR:		0.773		0.953				0.865			0.911		0.942

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:



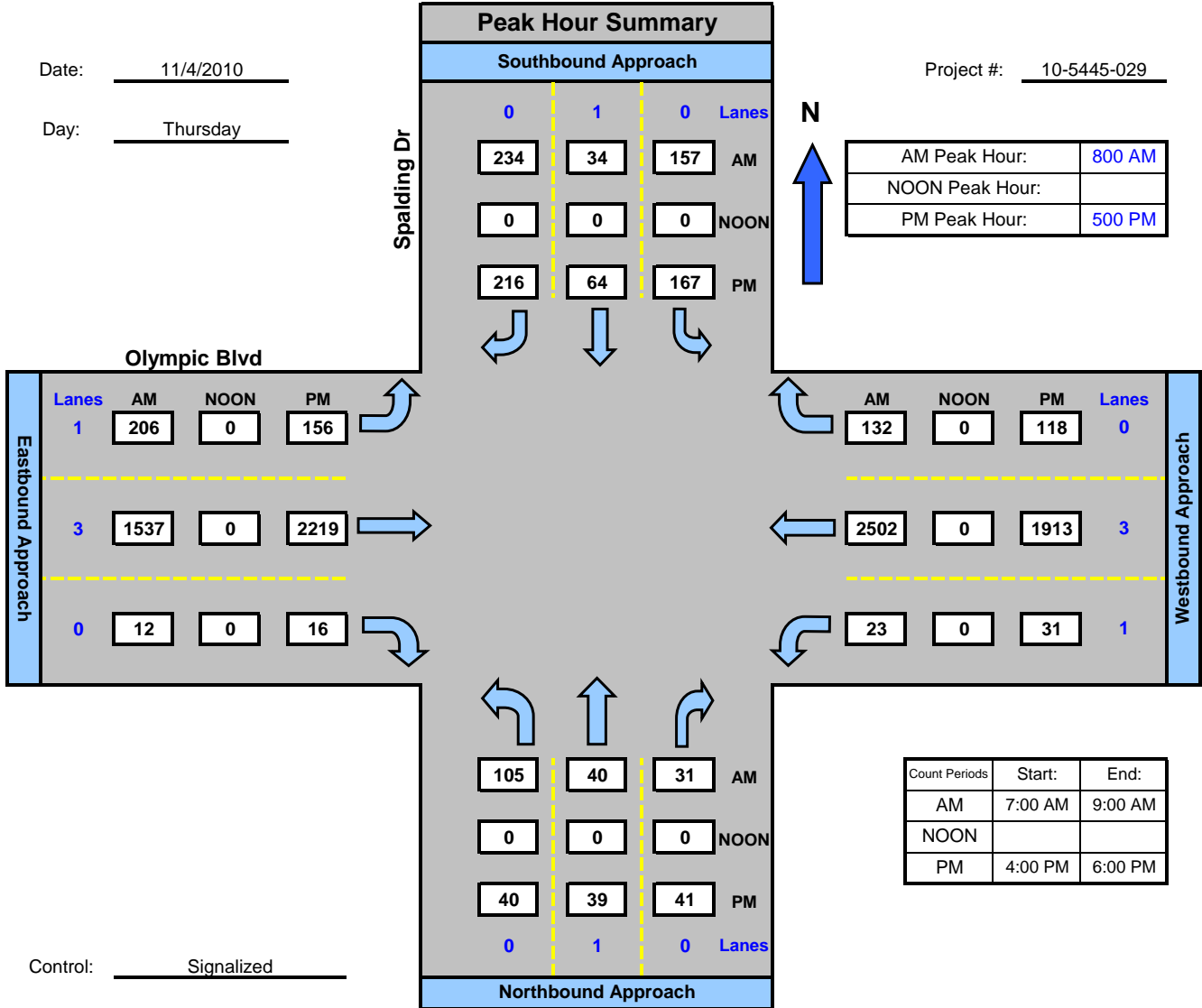
National Data & Surveying Services

## Spalding Dr and Olympic Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-029



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Spalding Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-029

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	7	4	4	13	3	14	11	119	0	1	313	24	513
7:15 AM	7	10	4	13	2	18	17	149	1	2	414	23	660
7:30 AM	14	10	3	17	7	21	29	237	4	10	402	44	798
7:45 AM	27	12	4	58	5	37	40	289	2	2	533	99	1108
8:00 AM	32	12	7	61	15	35	47	352	3	8	591	76	1239
8:15 AM	26	17	6	59	9	58	42	398	2	3	636	22	1278
8:30 AM	17	6	13	22	3	55	48	402	2	4	647	19	1238
8:45 AM	30	5	5	15	7	86	69	385	5	8	628	15	1258
TOTAL VOLUMES =	160	76	46	258	51	324	303	2331	19	38	4164	322	8092

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	105	40	31	157	34	234	206	1537	12	23	2502	132	5013
PEAK HR. FACTOR:		0.863		0.843			0.956			0.984			0.981

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Spalding Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-029

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	3	0	
4:00 PM	8	5	10	45	8	47	56	498	3	9	409	30	1128
4:15 PM	13	5	7	47	11	53	48	483	6	5	388	32	1098
4:30 PM	6	7	6	32	12	44	42	496	7	6	412	24	1094
4:45 PM	7	10	2	43	8	41	44	441	0	8	451	28	1083
5:00 PM	11	10	14	33	12	36	35	541	6	12	504	21	1235
5:15 PM	12	7	15	48	27	49	38	558	3	4	519	26	1306
5:30 PM	5	9	5	47	13	72	49	572	1	6	469	34	1282
5:45 PM	12	13	7	39	12	59	34	548	6	9	421	37	1197
TOTAL VOLUMES =	74	66	66	334	103	401	346	4137	32	59	3573	232	9423

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	40	39	41	167	64	216	156	2219	16	31	1913	118	5020
PEAK HR. FACTOR:		0.857		0.847			0.961			0.939			0.961

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



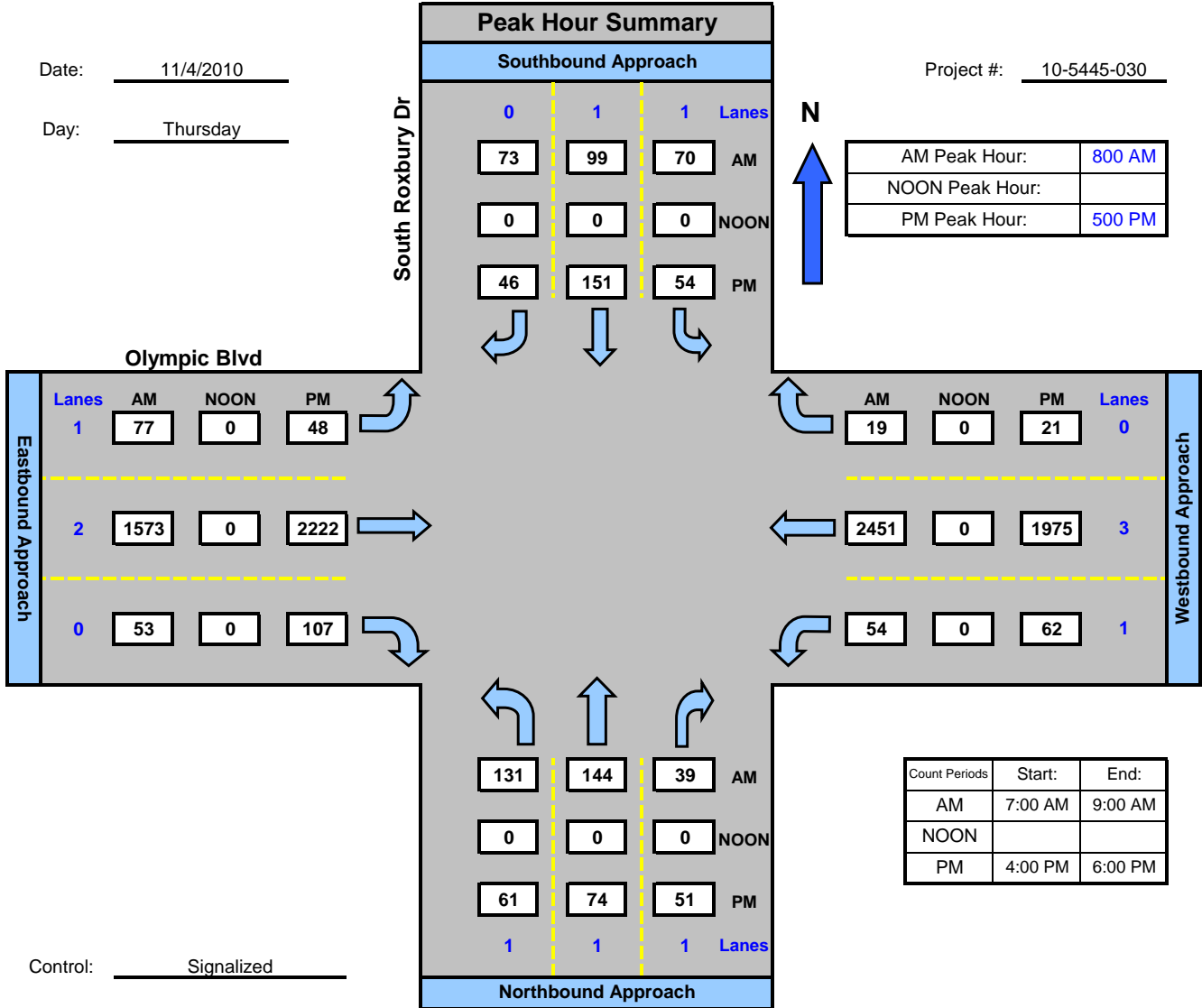
National Data & Surveying Services

## South Roxbury Dr and Olympic Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-030



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: South Roxbury Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	0	1	2	0	1	3	0	
7:00 AM	8	9	5	4	5	3	2	123	5	3	327	2	496
7:15 AM	16	13	4	5	9	6	3	150	11	3	434	4	658
7:30 AM	19	24	7	10	17	7	4	231	10	6	453	10	798
7:45 AM	36	35	6	17	13	10	6	318	11	6	603	9	1070
8:00 AM	27	40	8	27	26	15	39	358	13	6	624	5	1188
8:15 AM	38	38	10	19	23	24	15	427	19	10	606	3	1232
8:30 AM	30	27	13	9	22	15	12	422	10	15	609	3	1187
8:45 AM	36	39	8	15	28	19	11	366	11	23	612	8	1176
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	210	225	61	106	143	99	92	2395	90	72	4268	44	7805

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	131	144	39	70	99	73	77	1573	53	54	2451	19	4783
PEAK HR. FACTOR:		0.913			0.890			0.924			0.981		0.971

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: South Roxbury Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-030

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	1	0	1	2	0	1	3	0	
4:00 PM	12	9	10	18	28	5	3	496	21	9	415	10	1036
4:15 PM	19	18	7	21	35	6	15	524	16	8	420	8	1097
4:30 PM	17	15	11	20	20	9	5	493	23	14	401	8	1036
4:45 PM	9	25	5	19	31	18	5	481	19	18	445	4	1079
5:00 PM	15	15	11	16	40	17	12	533	24	10	502	9	1204
5:15 PM	20	22	8	14	46	10	15	591	30	16	508	5	1285
5:30 PM	11	19	17	12	39	14	11	560	32	17	498	3	1233
5:45 PM	15	18	15	12	26	5	10	538	21	19	467	4	1150
TOTAL VOLUMES =	NL 118	NT 141	NR 84	SL 132	ST 265	SR 84	EL 76	ET 4216	ER 186	WL 111	WT 3656	WR 51	TOTAL 9120

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	61	74	51	54	151	46	48	2222	107	62	1975	21	4872
PEAK HR. FACTOR:		0.930		0.860			0.934			0.973			0.948

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



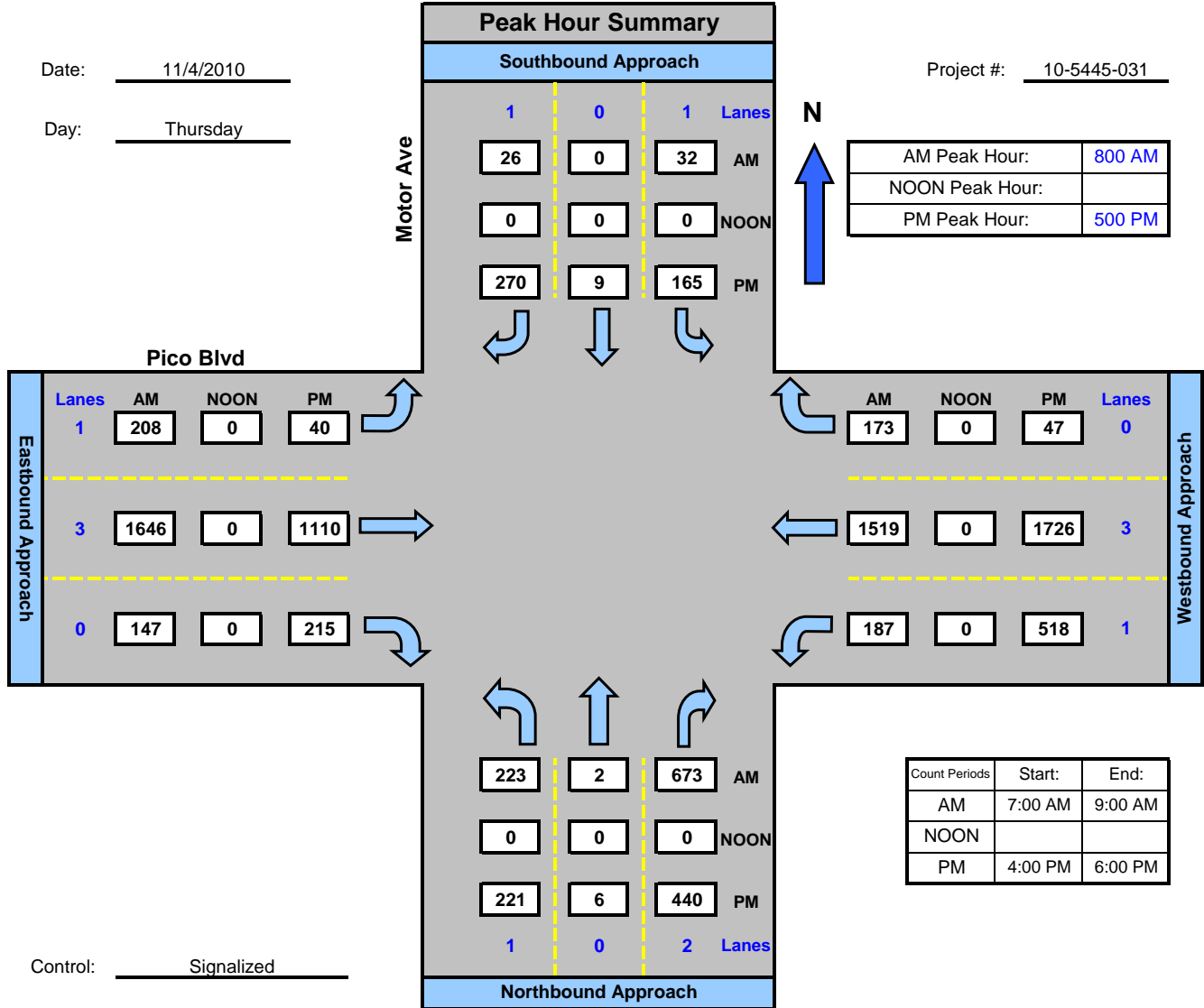
National Data & Surveying Services

## Motor Ave and Pico Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-031



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Motor Ave

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-031

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	2	1	0	1	1	3	0	1	3	0	
7:00 AM	19	1	68	0		0	16	167	23	17	240	16	567
7:15 AM	40	0	95	2		1	24	209	29	40	336	12	788
7:30 AM	58	0	98	2		1	25	251	34	37	446	14	966
7:45 AM	53	0	89	2		3	33	324	34	37	438	25	1038
8:00 AM	49	0	138	5		4	37	397	41	35	388	30	1124
8:15 AM	64	0	177	11		5	44	409	37	44	381	34	1206
8:30 AM	45	2	160	7		5	61	425	33	69	376	45	1228
8:45 AM	65	0	198	9		12	66	415	36	39	374	64	1278
TOTAL VOLUMES =	393	3	1023	38	0	31	306	2597	267	318	2979	240	8195

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	223	2	673	32	0	26	208	1646	147	187	1519	173	4836
PEAK HR. FACTOR:		0.854			0.690			0.964			0.959		0.946

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Motor Ave

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-031

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	0	2	1	0	1	1	3	0	1	3	0	
4:00 PM	45	0	96	19	0	42	11	293	61	91	344	13	1015
4:15 PM	40	0	89	13	0	33	10	296	73	118	354	10	1036
4:30 PM	40	0	86	17	1	38	12	327	77	112	381	10	1101
4:45 PM	50	2	94	17	1	36	15	303	54	112	345	19	1048
5:00 PM	62	2	91	35	1	62	3	286	59	118	411	8	1138
5:15 PM	55	3	93	39	3	62	13	274	50	144	418	10	1164
5:30 PM	37	0	124	46	2	65	16	299	56	120	472	13	1250
5:45 PM	67	1	132	45	3	81	8	251	50	136	425	16	1215
TOTAL VOLUMES =	396	8	805	231	11	419	88	2329	480	951	3150	99	8967

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	221	6	440	165	9	270	40	1110	215	518	1726	47	4767
PEAK HR. FACTOR:		0.834		0.860				0.920			0.947		0.953

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



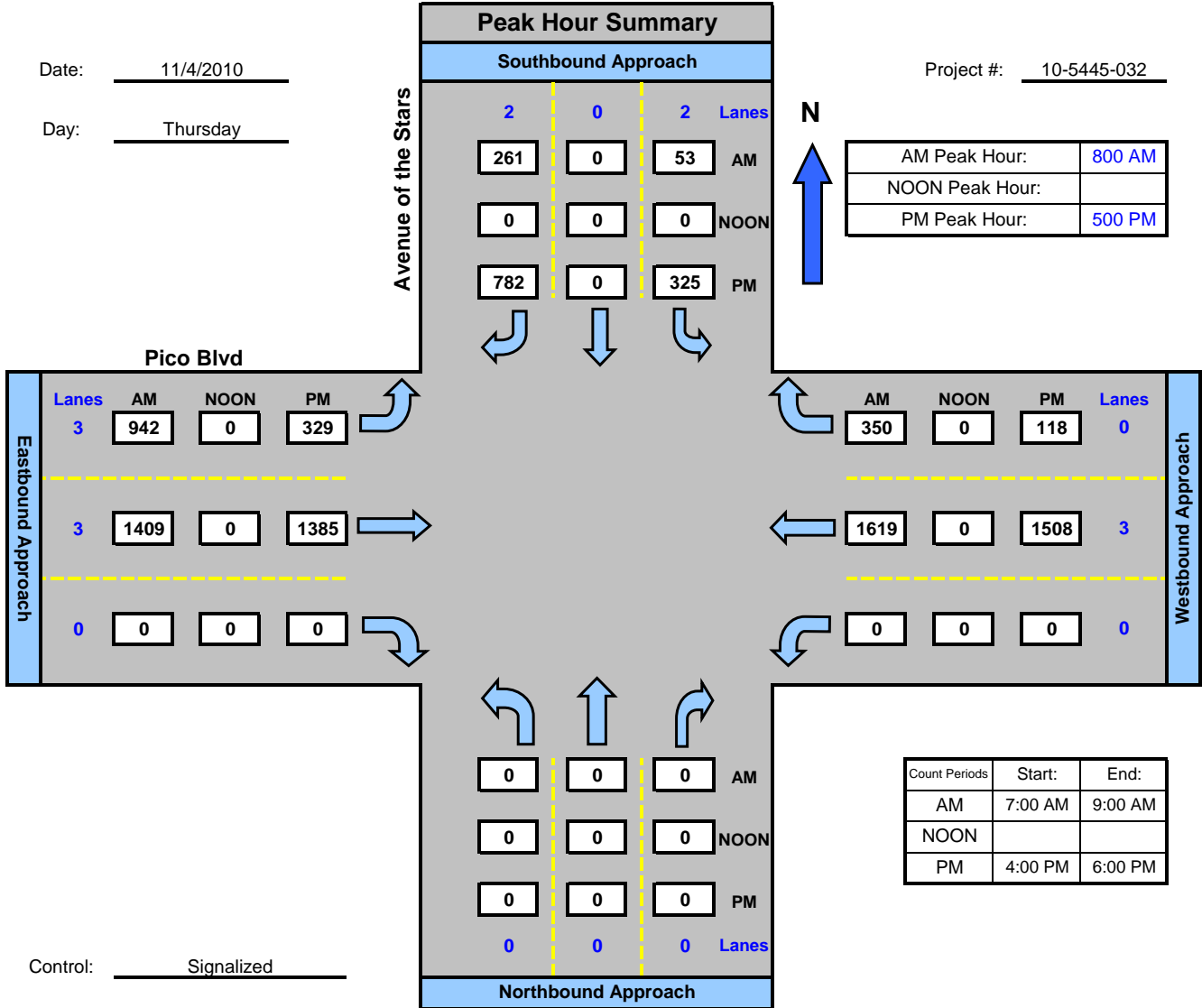
National Data & Surveying Services

## Avenue of the Stars and Pico Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-032



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-032

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0	2	3	3	0	0	3	0	
7:00 AM				10		41	101	134			233	43	562
7:15 AM				10		35	122	184			353	58	762
7:30 AM				13		31	145	215			475	76	955
7:45 AM				15		45	158	249			446	96	1009
8:00 AM				9		34	200	346			422	67	1078
8:15 AM				17		80	236	355			376	80	1144
8:30 AM				12		71	235	362			426	94	1200
8:45 AM				15		76	271	346			395	109	1212
TOTAL VOLUMES =	0	0	0	101	0	413	1468	2191	0	0	3126	623	7922

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	53	0	261	942	1409	0	0	1619	350	4634
PEAK HR. FACTOR:		0.000			0.809			0.953			0.947		0.956

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Avenue of the Stars

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-032

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0	2	3	3	0	0	3	0	
4:00 PM				73		161	85	328			289	27	963
4:15 PM				52		154	77	316			327	31	957
4:30 PM				72		160	61	374			346	39	1052
4:45 PM				74		143	89	333			339	36	1014
5:00 PM				69		185	73	330			346	33	1036
5:15 PM				79		208	78	334			368	31	1098
5:30 PM				91		201	92	373			401	25	1183
5:45 PM				86		188	86	348			393	29	1130
TOTAL VOLUMES =	0	0	0	596	0	1400	641	2736	0	0	2809	251	8433

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	325	0	782	329	1385	0	0	1508	118	4447
PEAK HR. FACTOR:		0.000			0.948			0.922			0.954		0.940

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



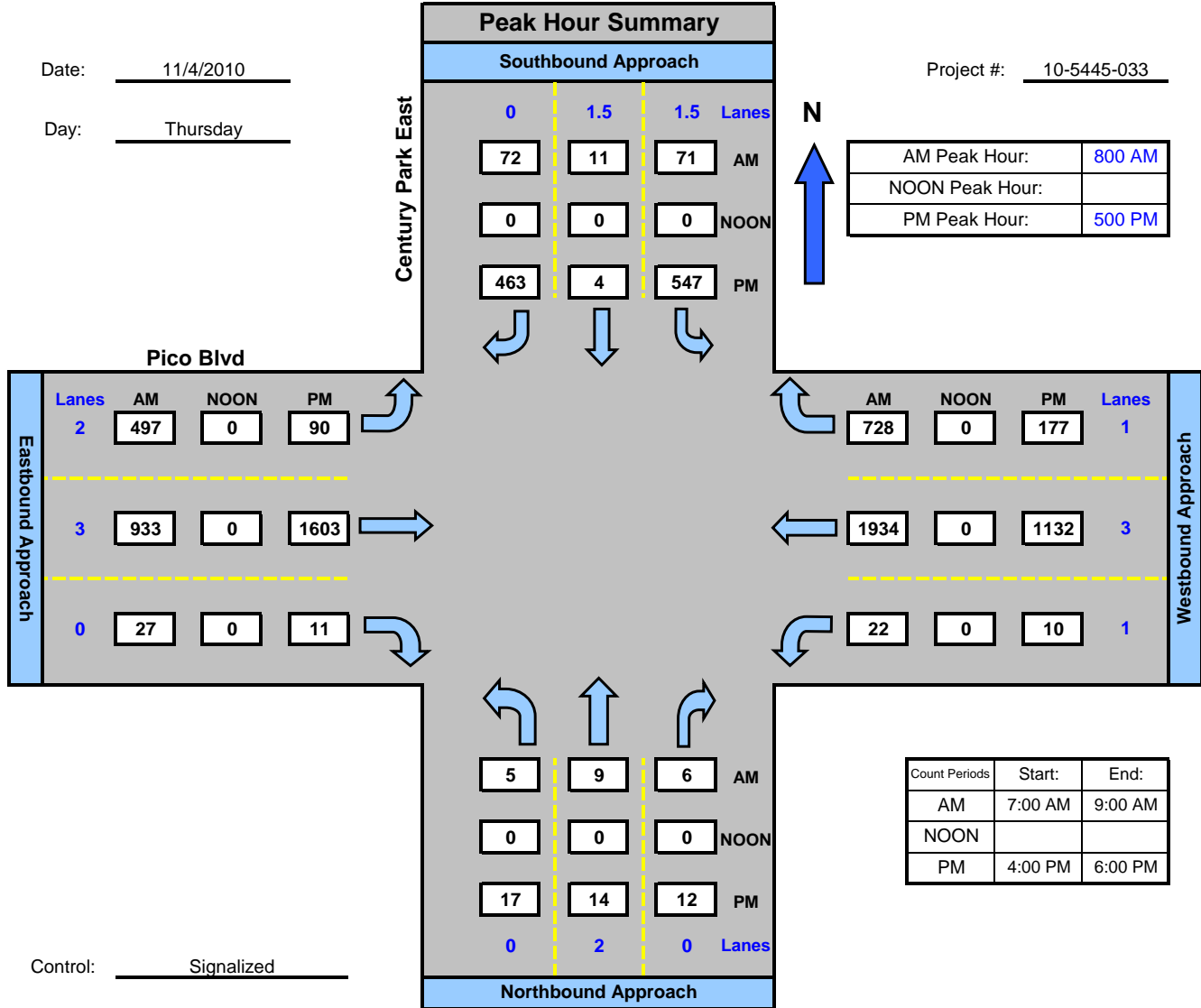
National Data & Surveying Services

## Century Park East and Pico Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-033



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-033

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1.5	1.5	0	2	3	0	1	3	1	
7:00 AM	3	0	1	18	1	9	41	93	3	5	261	54	489
7:15 AM	1	1	3	11	5	11	44	136	7	1	373	68	661
7:30 AM	1	2	0	9	1	11	51	158	2	1	497	81	814
7:45 AM	0	1	0	13	1	6	62	198	1	0	505	122	909
8:00 AM	2	4	2	16	2	15	107	227	7	5	488	158	1033
8:15 AM	1	0	3	22	2	17	125	245	11	6	456	193	1081
8:30 AM	2	3	1	16	2	21	122	233	4	5	501	191	1101
8:45 AM	0	2	0	17	5	19	143	228	5	6	489	186	1100
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	10	13	10	122	19	109	695	1518	40	29	3570	1053	7188

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	5	9	6	71	11	72	497	933	27	22	1934	728	4315
PEAK HR. FACTOR:		0.625		0.939			0.956			0.963			0.980

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Century Park East

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Pico Blvd

DAY: THURSDAY

PROJECT# 10-5445-033

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1.5	1.5	0	2	3	0	1	3	1	
4:00 PM	7	10	8	73	1	58	22	366	4	3	268	34	854
4:15 PM	8	11	5	70	3	66	27	335	1	0	217	31	774
4:30 PM	5	1	3	82	2	66	21	416	0	1	279	37	913
4:45 PM	0	5	4	78	2	58	29	387	0	3	284	30	880
5:00 PM	1	2	3	130	0	103	19	372	1	2	274	45	952
5:15 PM	8	5	2	128	0	118	22	397	2	3	269	46	1000
5:30 PM	4	2	0	132	1	126	26	428	2	1	291	44	1057
5:45 PM	4	5	7	157	3	116	23	406	6	4	298	42	1071
TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	37	41	32	850	12	711	189	3107	16	17	2180	309	7501

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	17	14	12	547	4	463	90	1603	11	10	1132	177	4080
PEAK HR. FACTOR:		0.672		0.918			0.934			0.959			0.952

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



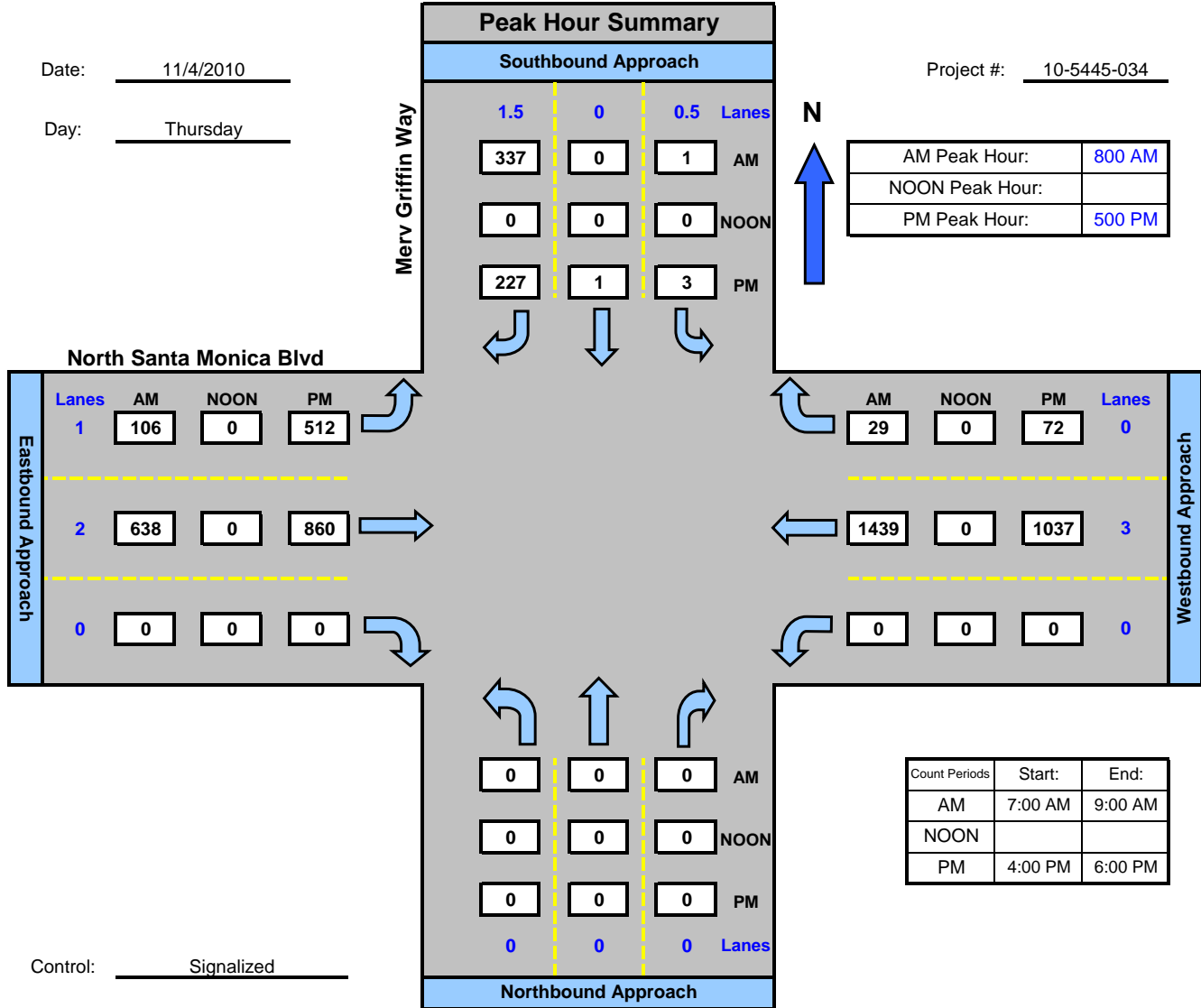
National Data & Surveying Services

## Merv Griffin Way and North Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-034





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Merv Griffin Way

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: North Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-034

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0.5	0	1.5	1	2	0	0	3	0	
7:00 AM				0		37	13	86			229	8	373
7:15 AM				0		42	18	118			314	6	498
7:30 AM				1		62	31	126			321	8	549
7:45 AM				3		74	34	155			330	7	603
8:00 AM				1		80	31	149			359	8	628
8:15 AM				0		91	23	177			379	6	676
8:30 AM				0		77	25	147			360	8	617
8:45 AM				0		89	27	165			341	7	629
<b>TOTAL VOLUMES =</b>	0	0	0	5	0	552	202	1123	0	0	2633	58	4573

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	1	0	337	106	638	0	0	1439	29	2550
PEAK HR. FACTOR:		0.000			0.929			0.930			0.953		0.943

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Merv Griffin Way

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: North Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-034

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0.5	0	1.5	1	2	0	0	3	0	
4:00 PM				0	0	70	101	210			306	18	705
4:15 PM				2	0	60	96	207			302	19	686
4:30 PM				1	0	55	84	203			277	18	638
4:45 PM				1	0	68	101	202			258	24	654
5:00 PM				1	0	48	114	213			264	14	654
5:15 PM				0	0	61	130	241			248	15	695
5:30 PM				1	1	65	143	209			263	15	697
5:45 PM				1	0	53	125	197			262	28	666
TOTAL VOLUMES =	0	0	0	7	1	480	894	1682	0	0	2180	151	5395

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	3	1	227	512	860	0	0	1037	72	2712
PEAK HR. FACTOR:		0.000			0.862			0.925			0.956		0.973

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



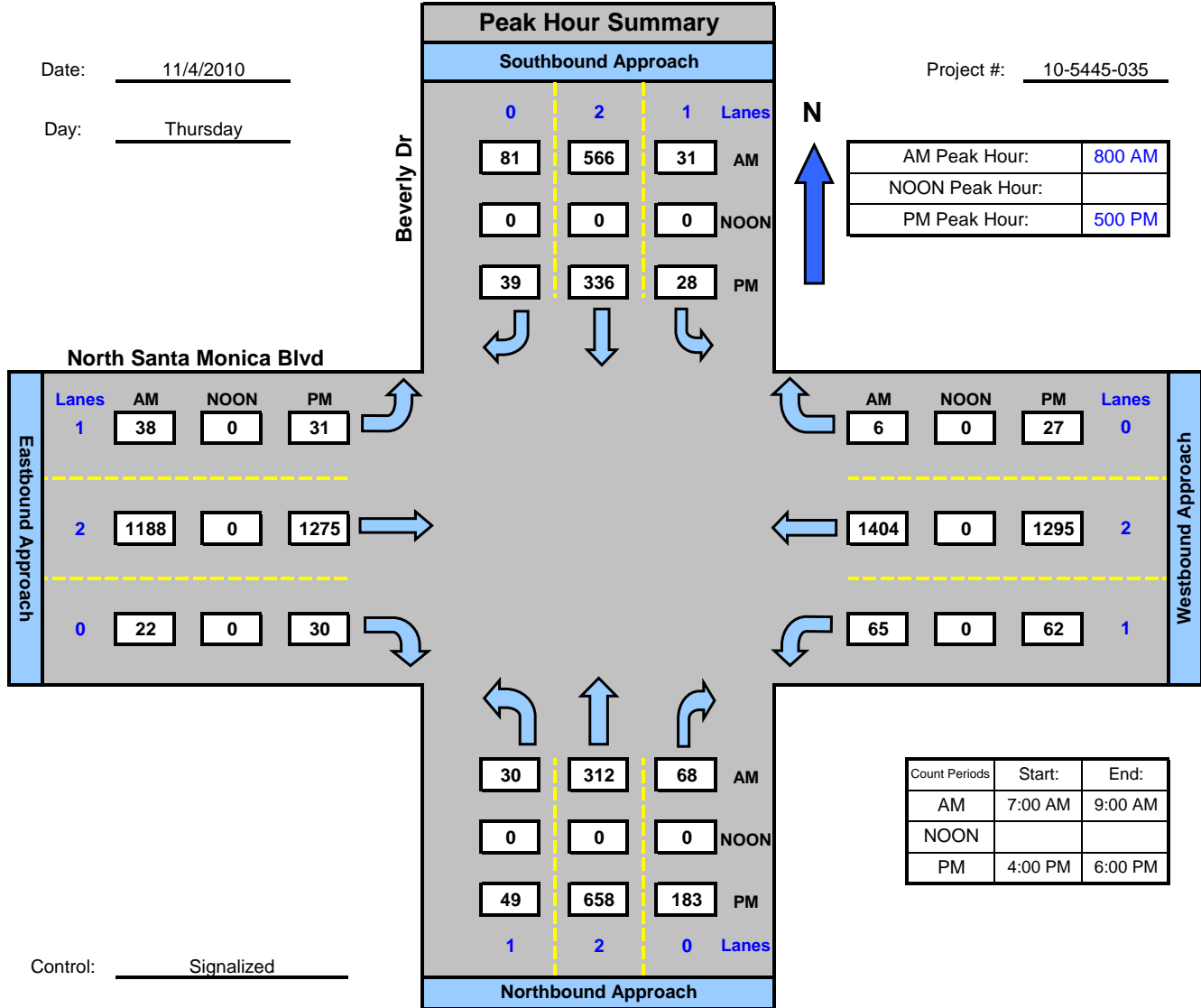
National Data & Surveying Services

## Beverly Dr and North Santa Monica Blvd, City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-035



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: North Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-035

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	2	43	3	5	74	13	3	134	2	8	333	5	625
7:15 AM	3	32	4	4	93	19	9	187	4	9	408	5	777
7:30 AM	2	60	10	3	98	22	6	239	4	15	389	3	851
7:45 AM	4	82	9	2	95	20	11	249	1	8	372	3	856
8:00 AM	6	77	24	5	156	27	9	282	5	18	378	1	988
8:15 AM	8	75	21	6	143	29	8	311	5	14	362	1	983
8:30 AM	9	80	13	9	125	17	8	302	9	14	354	2	942
8:45 AM	7	80	10	11	142	8	13	293	3	19	310	2	898
TOTAL VOLUMES =	NL 41	NT 529	NR 94	SL 45	ST 926	SR 155	EL 67	ET 1997	ER 33	WL 105	WT 2906	WR 22	TOTAL 6920

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	30	312	68	31	566	81	38	1188	22	65	1404	6	3811
PEAK HR. FACTOR:		0.958			0.902			0.963			0.929		0.964

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: North Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-035

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	22	141	46	7	114	17	10	284	5	20	299	2	967
4:15 PM	9	134	36	13	81	17	9	305	4	23	272	6	909
4:30 PM	6	130	45	13	108	18	8	301	7	12	296	9	953
4:45 PM	4	137	37	8	94	14	6	312	10	16	273	9	920
5:00 PM	16	166	53	8	86	10	7	289	4	20	293	3	955
5:15 PM	12	190	44	3	90	8	9	341	7	16	354	7	1081
5:30 PM	14	152	49	11	92	11	8	317	10	15	330	9	1018
5:45 PM	7	150	37	6	68	10	7	328	9	11	318	8	959
TOTAL VOLUMES =	90	1200	347	69	733	105	64	2477	56	133	2435	53	7762

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	49	658	183	28	336	39	31	1275	30	62	1295	27	4013
PEAK HR. FACTOR:		0.904			0.884			0.936			0.918		0.928

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



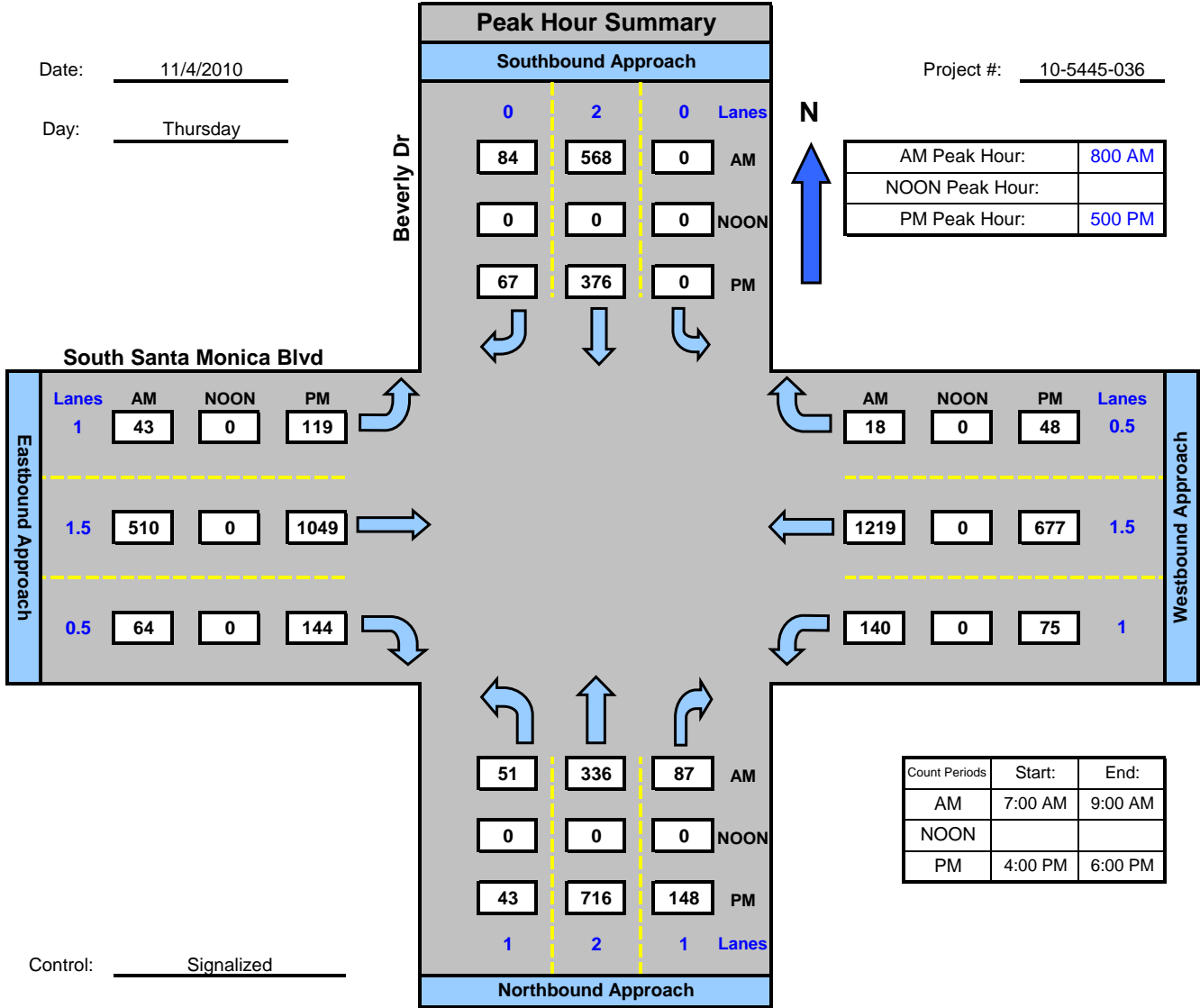
National Data & Surveying Services

## Beverly Dr and South Santa Monica Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-036



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-036

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	0	2	0	1	1.5	0.5	1	1.5	0.5	
7:00 AM	6	40	4		72	9	5	43	8	13	133	4	337
7:15 AM	3	33	6		97	12	1	57	5	13	161	1	389
7:30 AM	6	64	15		95	22	5	61	14	19	255	7	563
7:45 AM	20	77	9		84	25	10	110	14	17	337	6	709
8:00 AM	6	78	25		151	23	16	152	15	30	277	6	779
8:15 AM	14	100	20		150	20	10	127	13	31	311	3	799
8:30 AM	14	87	20		137	19	7	104	20	40	309	3	760
8:45 AM	17	71	22		130	22	10	127	16	39	322	6	782
TOTAL VOLUMES =	86	550	121	0	916	152	64	781	105	202	2105	36	5118

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	51	336	87	0	568	84	43	510	64	140	1219	18	3120
PEAK HR. FACTOR:		0.884			0.937			0.843			0.938		0.976

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: South Santa Monica Blvd

DAY: THURSDAY

PROJECT# 10-5445-036

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	0	2	0	1	1.5	0.5	1	1.5	0.5	
4:00 PM	21	156	33		107	16	35	205	29	21	148	9	780
4:15 PM	10	142	28		87	19	25	227	24	20	138	13	733
4:30 PM	23	144	35		103	13	24	218	24	24	148	13	769
4:45 PM	17	144	32		107	12	27	231	34	21	165	12	802
5:00 PM	17	186	45		99	9	24	257	37	18	183	11	886
5:15 PM	7	202	33		94	26	33	252	36	17	162	10	872
5:30 PM	10	169	38		110	8	36	278	28	21	146	13	857
5:45 PM	9	159	32		73	24	26	262	43	19	186	14	847
TOTAL VOLUMES =	NL 114	NT 1302	NR 276	SL 0	ST 780	SR 127	EL 230	ET 1930	ER 255	WL 161	WT 1276	WR 95	TOTAL 6546

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	43	716	148	0	376	67	119	1049	144	75	677	48	3462
PEAK HR. FACTOR:		0.914			0.923			0.959			0.913		0.977

CONTROL: Signalized



# Intersection Turning Movement

Prepared by:



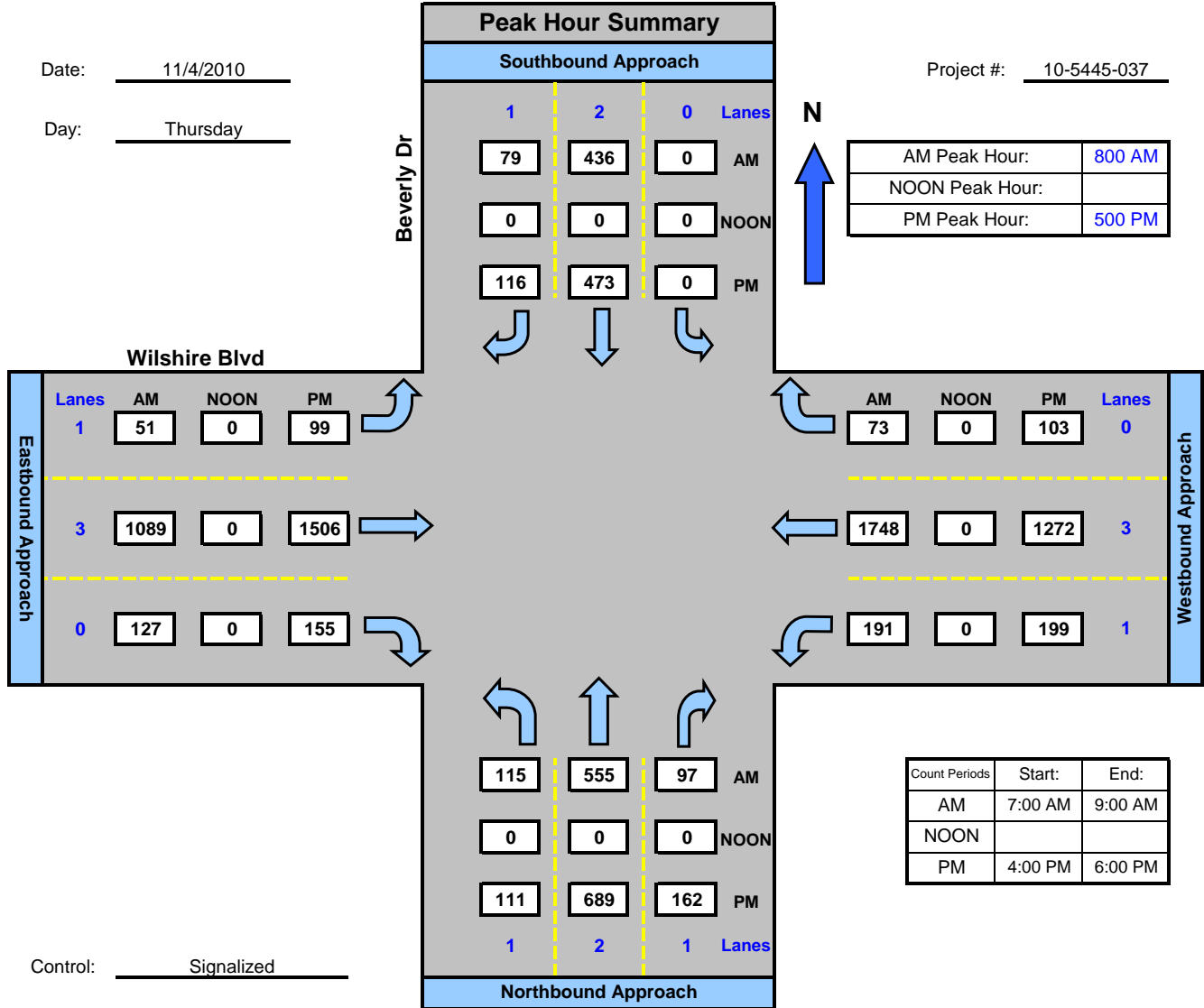
National Data & Surveying Services

## Beverly Dr and Wilshire Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-037



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	0	2	1	1	3	0	1	3	0	
7:00 AM	16	46	8		47	8	2	107	16	20	258	16	544
7:15 AM	17	46	15		69	8	4	149	11	21	327	12	679
7:30 AM	30	98	17		75	7	7	179	14	38	361	22	848
7:45 AM	35	112	24		62	11	9	222	24	46	456	13	1014
8:00 AM	27	111	20		115	6	11	274	29	43	433	15	1084
8:15 AM	30	148	22		104	19	16	265	31	41	412	18	1106
8:30 AM	33	161	28		108	29	10	277	28	52	452	17	1195
8:45 AM	25	135	27		109	25	14	273	39	55	451	23	1176
<b>TOTAL VOLUMES =</b>	<b>213</b>	<b>857</b>	<b>161</b>	<b>0</b>	<b>689</b>	<b>113</b>	<b>73</b>	<b>1746</b>	<b>192</b>	<b>316</b>	<b>3150</b>	<b>136</b>	<b>7646</b>

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	115	555	97	0	436	79	51	1089	127	191	1748	73	4561
PEAK HR. FACTOR:		0.864			0.940			0.972			0.951		0.954

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Wilshire Blvd

DAY: THURSDAY

PROJECT# 10-5445-037

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	0	2	1	1	3	0	1	3	0	
4:00 PM	24	176	34		107	29	31	341	47	44	239	16	1088
4:15 PM	27	157	32		115	26	29	337	37	50	318	26	1154
4:30 PM	27	149	36		126	31	39	335	31	35	293	31	1133
4:45 PM	28	159	33		125	31	29	291	38	54	282	26	1096
5:00 PM	30	205	46		128	29	26	385	45	51	323	31	1299
5:15 PM	30	166	38		113	20	32	353	40	49	289	28	1158
5:30 PM	25	160	39		124	37	23	390	31	46	347	26	1248
5:45 PM	26	158	39		108	30	18	378	39	53	313	18	1180
<b>TOTAL VOLUMES =</b>	<b>217</b>	<b>1330</b>	<b>297</b>	<b>0</b>	<b>946</b>	<b>233</b>	<b>227</b>	<b>2810</b>	<b>308</b>	<b>382</b>	<b>2404</b>	<b>202</b>	<b>9356</b>

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	111	689	162	0	473	116	99	1506	155	199	1272	103	4885
PEAK HR. FACTOR:		0.856			0.915			0.965			0.939		0.940

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



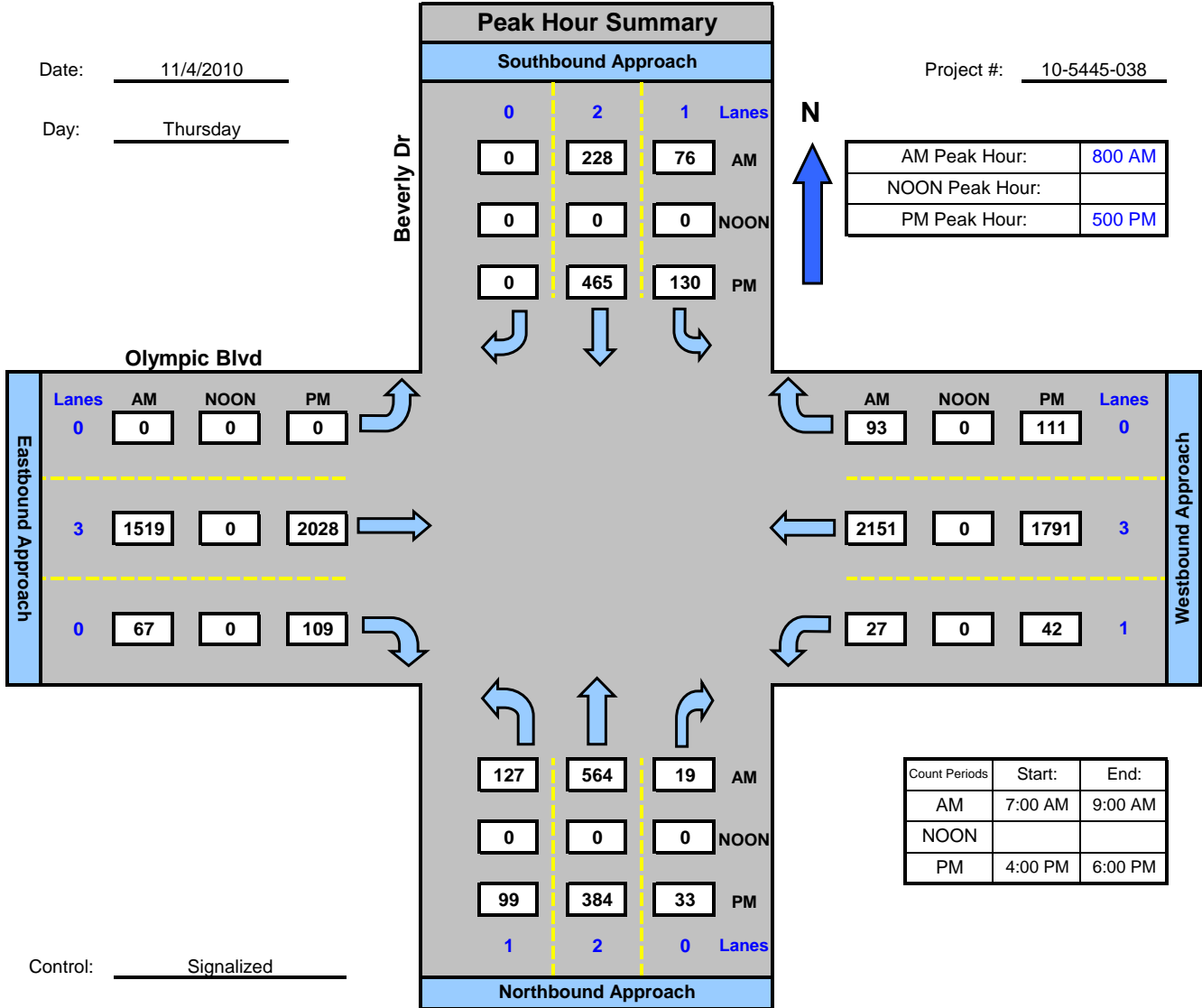
National Data & Surveying Services

## Beverly Dr and Olympic Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-038



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	3	0	1	3	0	
7:00 AM	11	44	4	7	30			131	3	7	337	15	589
7:15 AM	16	72	4	12	36			143	6	1	388	4	682
7:30 AM	29	82	3	12	43			232	10	0	401	5	817
7:45 AM	35	111	3	15	43			330	16	3	508	11	1075
8:00 AM	31	111	3	20	65			379	19	7	567	16	1218
8:15 AM	29	138	4	15	53			389	14	2	533	24	1201
8:30 AM	32	154	7	19	56			384	19	5	540	20	1236
8:45 AM	35	161	5	22	54			367	15	13	511	33	1216
<b>TOTAL VOLUMES =</b>	<b>218</b>	<b>873</b>	<b>33</b>	<b>122</b>	<b>380</b>	<b>0</b>	<b>0</b>	<b>2355</b>	<b>102</b>	<b>38</b>	<b>3785</b>	<b>128</b>	<b>8034</b>

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	127	564	19	76	228	0	0	1519	67	27	2151	93	4871
PEAK HR. FACTOR:		0.883			0.894			0.984			0.962		0.985

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverly Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-038

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	3	0	1	3	0	
4:00 PM	18	82	4	42	86			495	29	17	413	21	1207
4:15 PM	26	90	11	34	92			503	27	11	351	33	1178
4:30 PM	27	112	9	34	93			498	20	11	372	21	1197
4:45 PM	24	82	4	24	116			522	17	11	395	41	1236
5:00 PM	31	115	9	38	115			491	26	8	424	30	1287
5:15 PM	23	95	5	31	135			517	26	10	457	32	1331
5:30 PM	24	74	10	30	115			489	34	8	464	33	1281
5:45 PM	21	100	9	31	100			531	23	16	446	16	1293
TOTAL VOLUMES =	194	750	61	264	852	0	0	4046	202	92	3322	227	10010

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	99	384	33	130	465	0	0	2028	109	42	1791	111	5192
PEAK HR. FACTOR:		0.832			0.896			0.964			0.962		0.975

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:



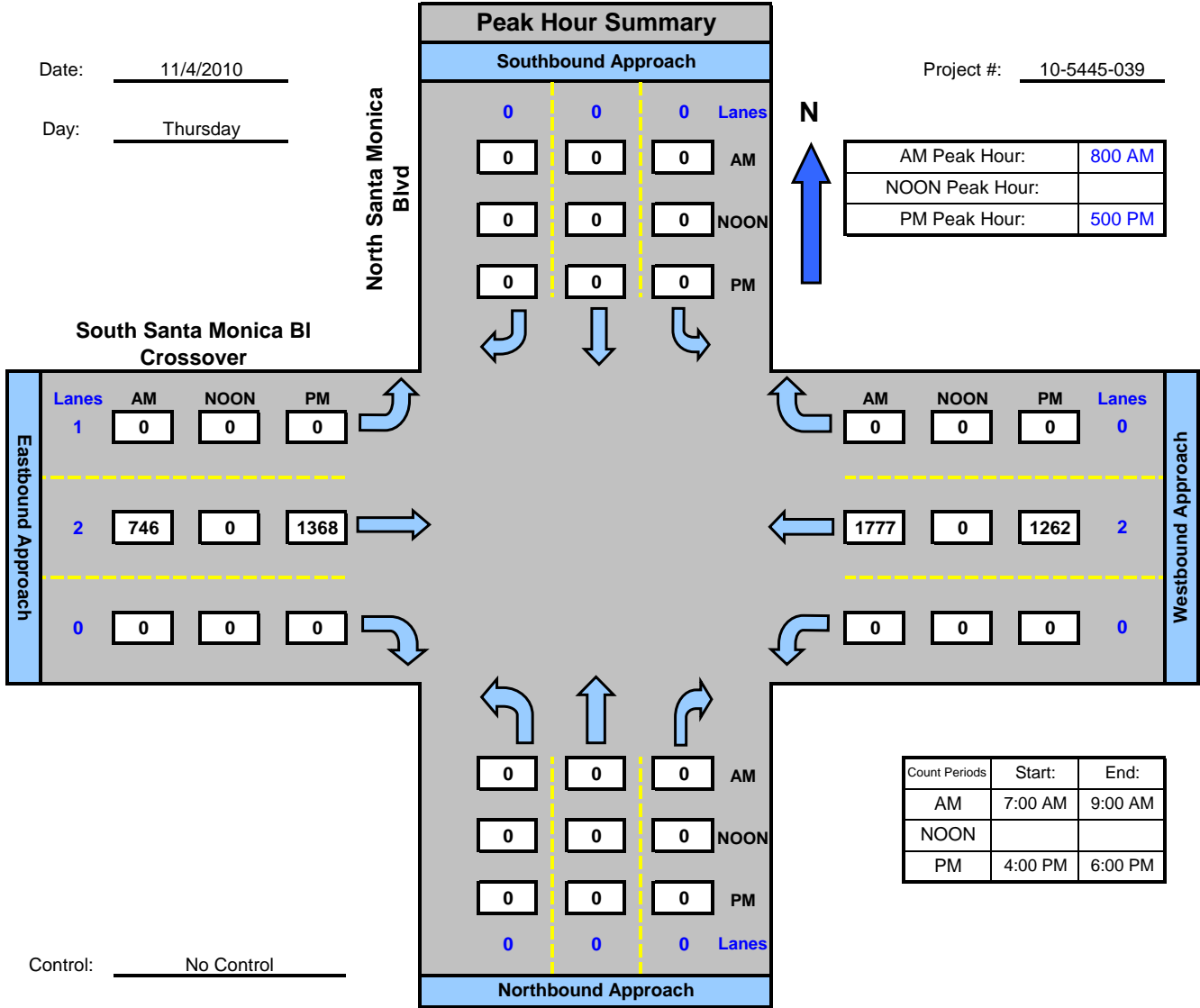
National Data & Surveying Services

## North Santa Monica Blvd and South Santa Monica BI Crossover , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-039



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: North Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

South Santa Monica Bl

E-W STREET: Crossover

DAY: THURSDAY

PROJECT# 10-5445-039

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	1	2	0	0	2	0	
7:00 AM								100			265		365
7:15 AM								139			357		496
7:30 AM								155			380		535
7:45 AM								190			404		594
8:00 AM								178			433		611
8:15 AM								204			476		680
8:30 AM								169			437		606
8:45 AM								195			431		626
TOTAL VOLUMES =	0	0	0	0	0	0	0	1330	0	0	3183	0	4513

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	0	0	0	0	0	746	0	0	1777	0	2523
PEAK HR. FACTOR:		0.000			0.000			0.914			0.933		0.928

CONTROL: No Control



# Intersection Turning Movement

Prepared by:

## National Data & Surveying Services

N-S STREET: North Santa Monica Blvd

DATE: 11/04/2010

LOCATION: City of Century City

South Santa Monica Bl

E-W STREET: Crossover

DAY: THURSDAY

PROJECT# 10-5445-039

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	0	0	1	2	0	0	2	0	
4:00 PM								310			375		685
4:15 PM								303			360		663
4:30 PM								292			332		624
4:45 PM								301			327		628
5:00 PM								328			308		636
5:15 PM								371			307		678
5:30 PM								347			332		679
5:45 PM								322			315		637
TOTAL VOLUMES =	0	0	0	0	0	0	0	2574	0	0	2656	0	5230

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	0	0	0	0	0	0	0	1368	0	0	1262	0	2630
PEAK HR. FACTOR:		0.000			0.000			0.922			0.950		0.968

CONTROL: No Control

# Intersection Turning Movement

Prepared by:



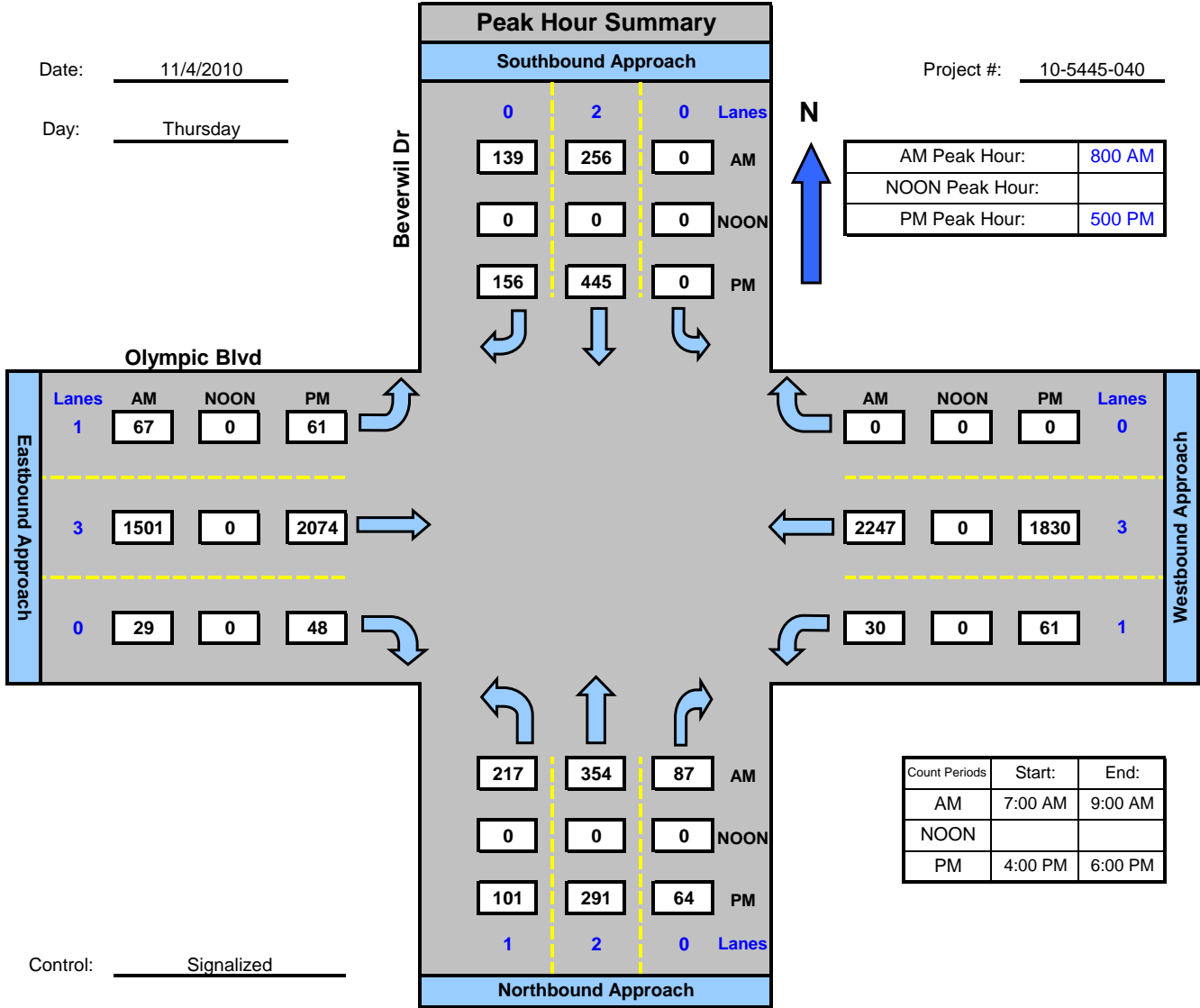
National Data & Surveying Services

## Beverwil Dr and Olympic Blvd , City of Century City

Date: 11/4/2010

Day: Thursday

Project #: 10-5445-040



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverwil Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-040

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	0	2	0	1	3	0	1	3	0	
7:00 AM	19	37	3		29	10	10	125	2	3	339		577
7:15 AM	24	37	5		32	29	8	150	3	5	405		698
7:30 AM	38	65	14		38	23	3	227	4	6	421		839
7:45 AM	52	64	12		42	28	9	335	7	3	544		1096
8:00 AM	37	80	18		64	30	20	379	6	10	582		1226
8:15 AM	55	89	26		53	35	17	379	9	5	563		1231
8:30 AM	56	79	18		67	37	17	382	6	9	557		1228
8:45 AM	69	106	25		72	37	13	361	8	6	545		1242
TOTAL VOLUMES =	NL 350	NT 557	NR 121	SL 0	ST 397	SR 229	EL 97	ET 2338	ER 45	WL 47	WT 3956	WR 0	TOTAL 8137

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	217	354	87	0	256	139	67	1501	29	30	2247	0	4927
PEAK HR. FACTOR:		0.823			0.906			0.986			0.962		0.992

CONTROL: Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beverwil Dr

DATE: 11/04/2010

LOCATION: City of Century City

E-W STREET: Olympic Blvd

DAY: THURSDAY

PROJECT# 10-5445-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	0	2	0	1	3	0	1	3	0	
4:00 PM	21	55	12		101	31	22	507	7	18	411		1185
4:15 PM	24	51	19		108	36	15	516	11	12	367		1159
4:30 PM	26	57	15		97	41	21	497	15	17	380		1166
4:45 PM	27	51	16		104	38	18	521	8	13	404		1200
5:00 PM	32	61	17		118	43	11	502	12	15	443		1254
5:15 PM	24	77	16		115	42	21	524	13	17	457		1306
5:30 PM	18	70	15		110	32	13	512	9	10	484		1273
5:45 PM	27	83	16		102	39	16	536	14	19	446		1298
<b>TOTAL VOLUMES =</b>	<b>199</b>	<b>505</b>	<b>126</b>	<b>0</b>	<b>855</b>	<b>302</b>	<b>137</b>	<b>4115</b>	<b>89</b>	<b>121</b>	<b>3392</b>	<b>0</b>	<b>9841</b>

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	101	291	64	0	445	156	61	2074	48	61	1830	0	5131
PEAK HR. FACTOR:		0.905			0.933			0.964			0.957		0.982

CONTROL: Signalized

# ITM Peak Hour Summary

Prepared by:

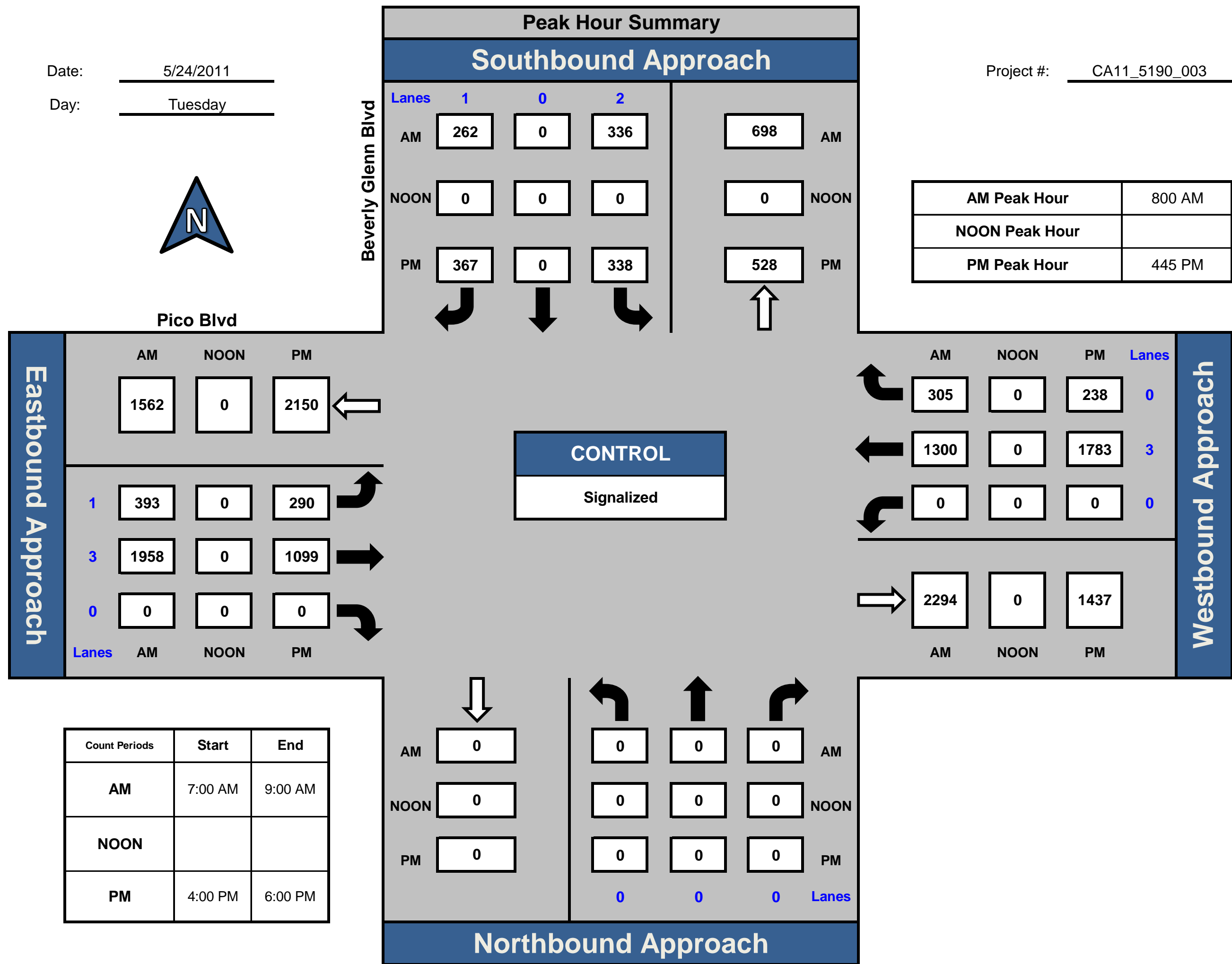


## Beverly Glenn Blvd and Pico Blvd, City of Beverly Hills

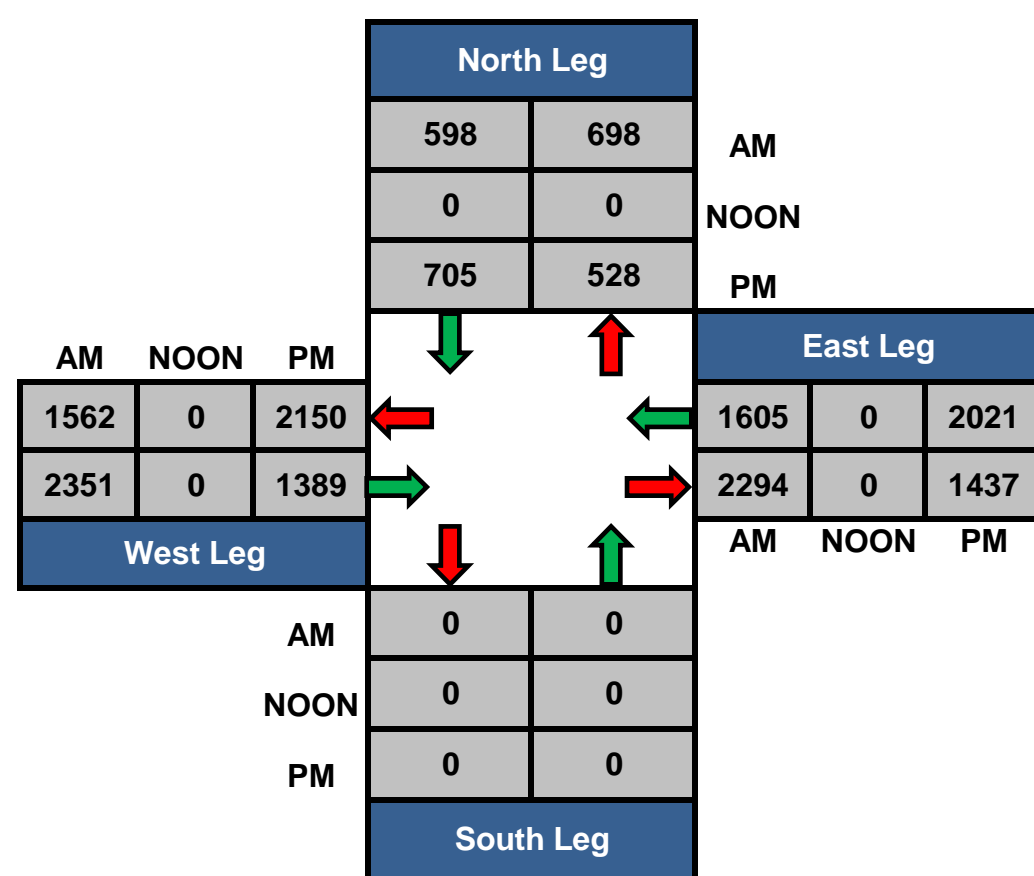
Date: 5/24/2011

Day: Tuesday

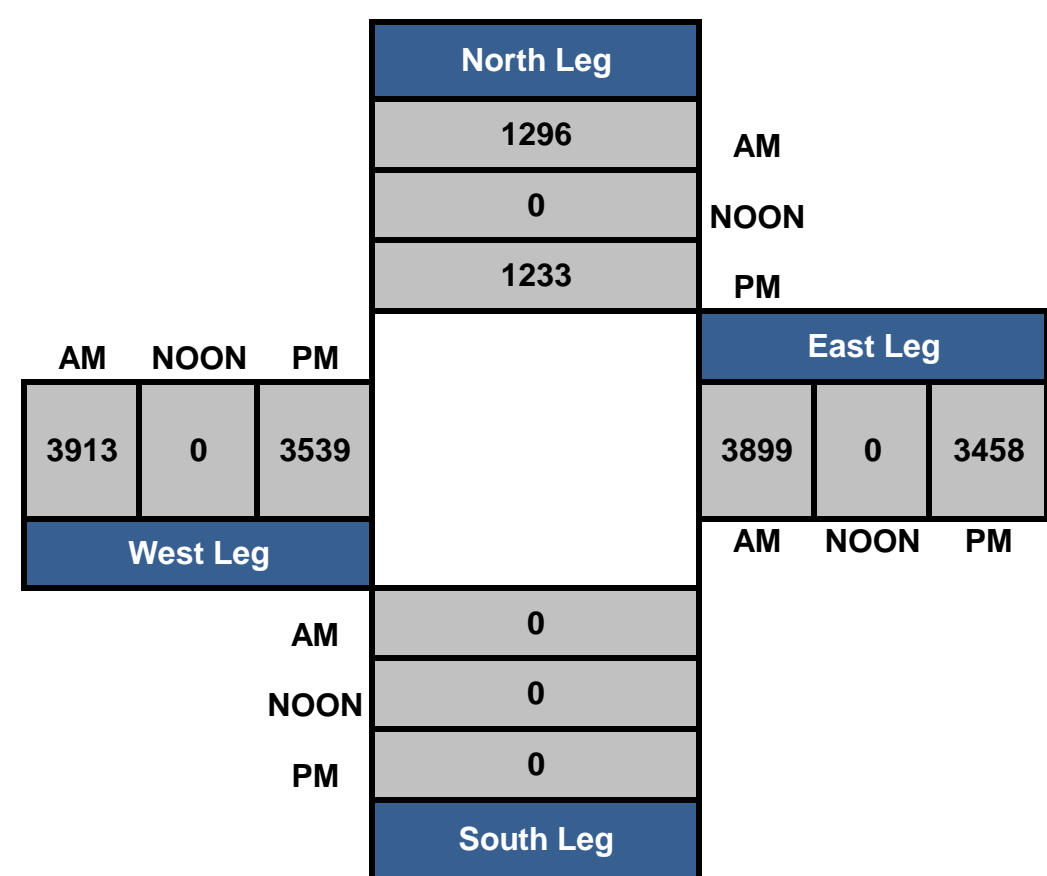
Project #: CA11\_5190\_003



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_003

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

AM													
NS/EW Streets:	Beverly Glenn Blvd			Beverly Glenn Blvd			Pico Blvd			Pico Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	2	0	1	1	3	0	0	3	0	
7:00 AM				33		31	47	206			201	38	556
7:15 AM				42		47	64	235			304	54	746
7:30 AM				63		49	74	307			343	74	910
7:45 AM				73		68	92	365			370	87	1055
8:00 AM				88		73	76	372			290	72	971
8:15 AM				65		73	91	478			374	87	1168
8:30 AM				90		72	102	525			307	70	1166
8:45 AM				93		44	124	583			329	76	1249
<b>TOTAL VOLUMES :</b>	0	0	0	547	0	457	670	3071	0	0	2518	558	7821
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	54.48%	0.00%	45.52%	17.91%	82.09%	0.00%	0.00%	81.86%	18.14%	
<b>PEAK HR START TIME :</b>	800 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	336	0	262	393	1958	0	0	1300	305	4554
<b>PEAK HR FACTOR :</b>	0.000			0.923			0.831			0.870			0.912

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_003

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

PM

NS/EW Streets:	Beverly Glenn Blvd		Beverly Glenn Blvd			Pico Blvd			Pico Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	2	0	1	1	3	0	0	3	0	
4:00 PM				81		79	51	268			330	59	868
4:15 PM				75		81	64	304			398	53	975
4:30 PM				75		92	63	293			381	66	970
4:45 PM				98		99	73	308			367	55	1000
5:00 PM				82		99	77	284			445	65	1052
5:15 PM				77		84	65	259			493	60	1038
5:30 PM				81		85	75	248			478	58	1025
5:45 PM				69		81	63	233			459	51	956
<b>TOTAL VOLUMES :</b>	0	0	0	638	0	700	531	2197	0	0	3351	467	7884
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	47.68%	0.00%	52.32%	19.46%	80.54%	0.00%	0.00%	87.77%	12.23%	
<b>PEAK HR START TIME :</b>	445 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	338	0	367	290	1099	0	0	1783	238	4115
<b>PEAK HR FACTOR :</b>	0.000			0.895			0.911			0.914			0.978

CONTROL : Signalized

# ITM Peak Hour Summary

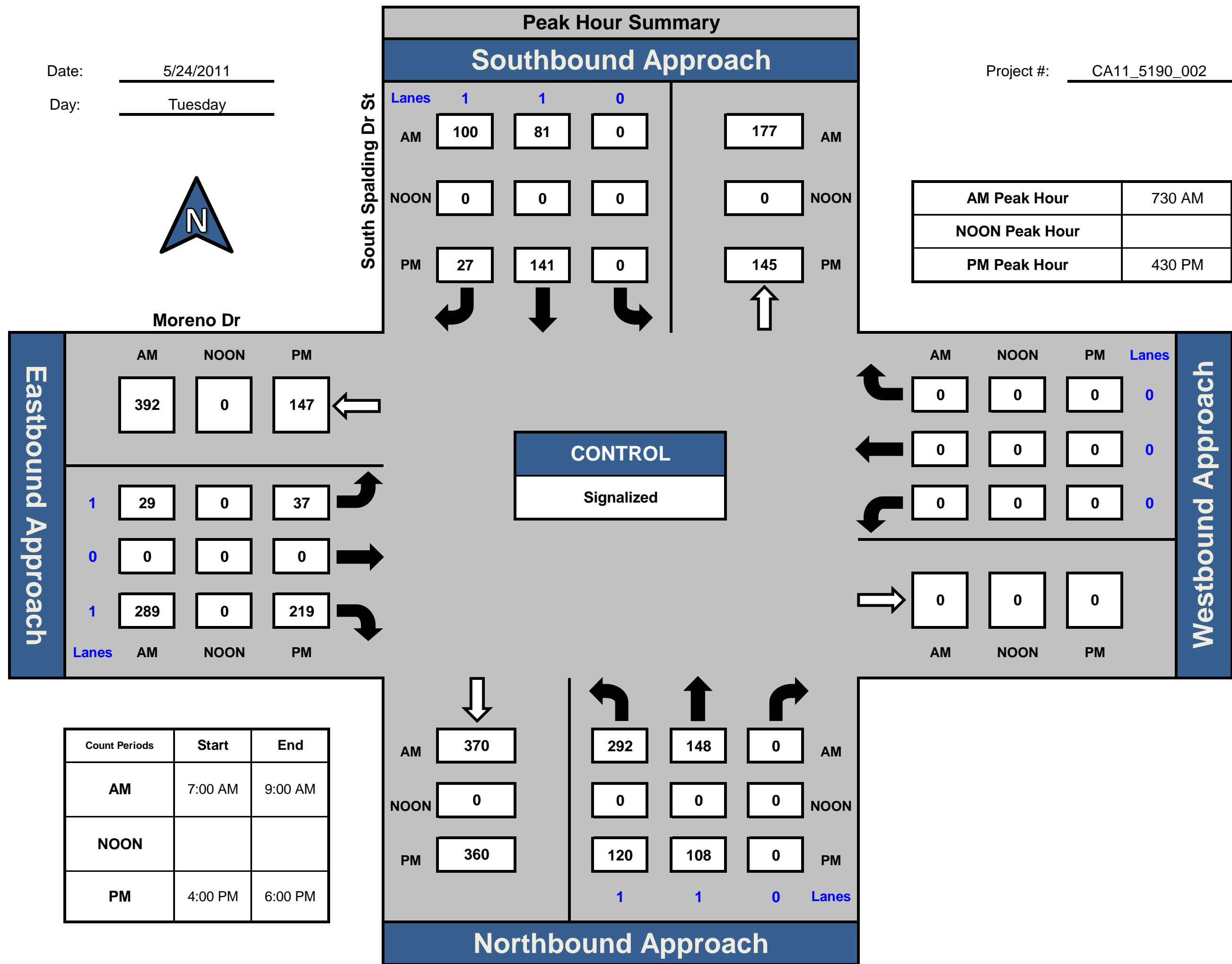
Prepared by:



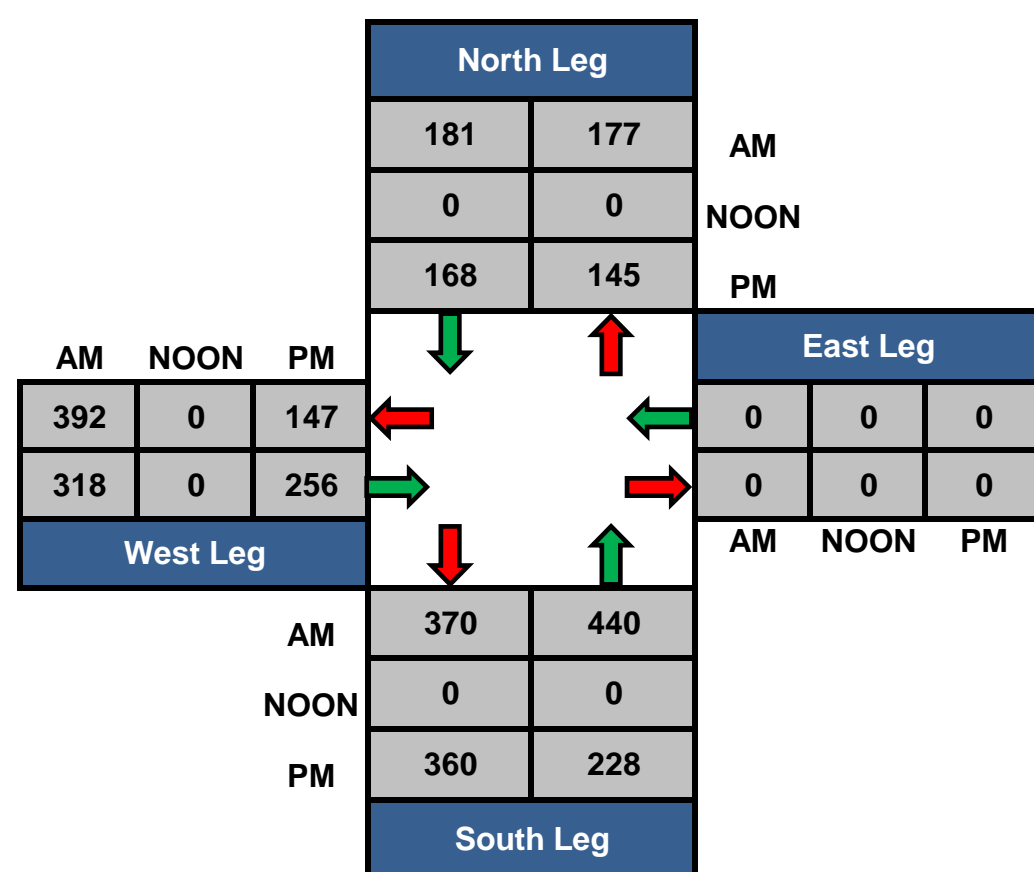
## South Spalding Dr St and Moreno Dr , City of Beverly Hills

Date: 5/24/2011  
Day: Tuesday

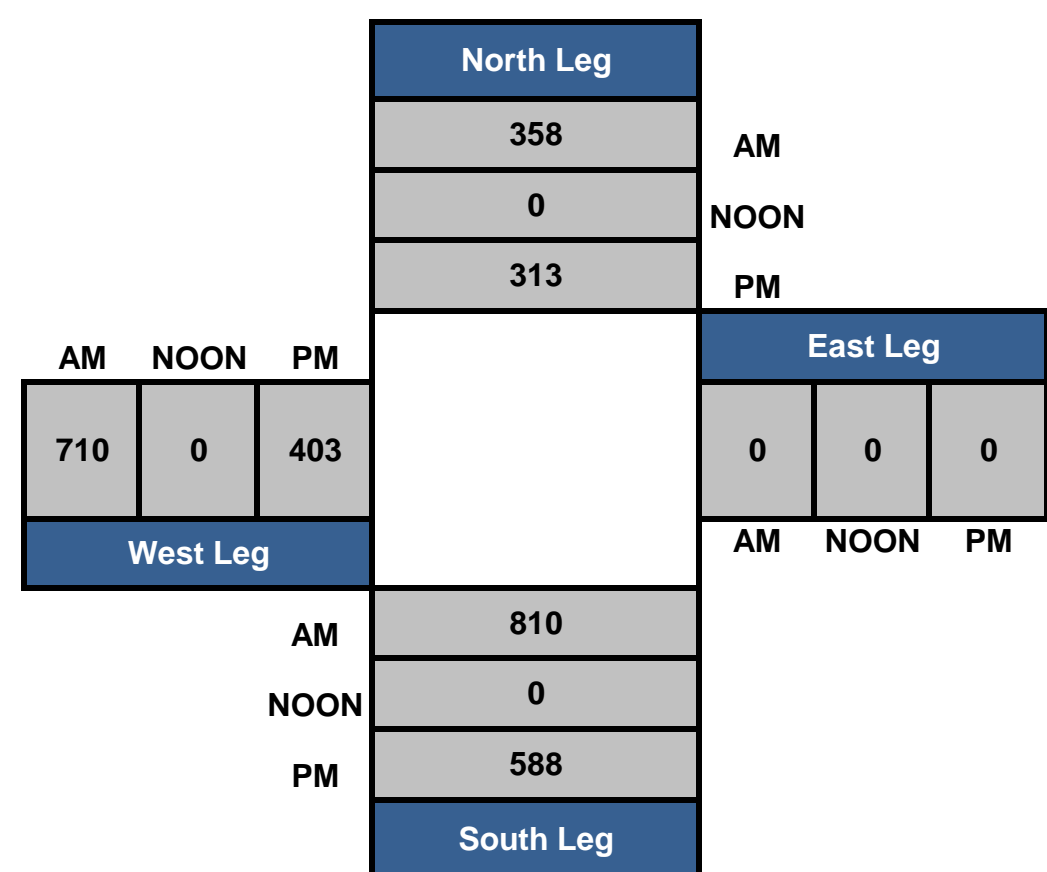
Project #: CA11\_5190\_002



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_002

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

AM

NS/EW Streets:	South Spalding Dr St		South Spalding Dr St			Moreno Dr			Moreno Dr			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	0	1	1	1	0	1	0	0	0	
7:00 AM	98	18			14	10	6		64				210
7:15 AM	66	21			9	9	6		42				153
7:30 AM	70	25			19	10	2		43				169
7:45 AM	112	33			16	35	5		95				296
8:00 AM	70	51			22	44	14		98				299
8:15 AM	40	39			24	11	8		53				175
8:30 AM	30	42			40	4	3		27				146
8:45 AM	32	50			57	6	1		38				184
<b>TOTAL VOLUMES :</b>	518	279	0	0	201	129	45	0	460	0	0	0	1632
<b>APPROACH %'s :</b>	64.99%	35.01%	0.00%	0.00%	60.91%	39.09%	8.91%	0.00%	91.09%	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>	730 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	292	148	0	0	81	100	29	0	289	0	0	0	939
<b>PEAK HR FACTOR :</b>	0.759		0.686			0.710			0.000			0.785	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_002

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

PM

NS/EW Streets:	South Spalding Dr St			South Spalding Dr St			Moreno Dr			Moreno Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	0	1	1	1	0	1	0	0	0	
4:00 PM	42	29			28	8	5		58				170
4:15 PM	21	31			31	7	9		42				141
4:30 PM	31	25			31	7	9		58				161
4:45 PM	28	23			30	5	11		45				142
5:00 PM	27	25			44	9	10		60				175
5:15 PM	34	35			36	6	7		56				174
5:30 PM	14	19			37	5	4		61				140
5:45 PM	35	30			35	6	5		35				146
<b>TOTAL VOLUMES :</b>	232	217	0	0	272	53	60	0	415	0	0	0	1249
<b>APPROACH %'s :</b>	51.67%	48.33%	0.00%	0.00%	83.69%	16.31%	12.63%	0.00%	87.37%	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>	430 PM												TOTAL
<b>PEAK HR VOL :</b>	120	108	0	0	141	27	37	0	219	0	0	0	652
<b>PEAK HR FACTOR :</b>		0.826			0.792		0.914			0.000			0.931

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

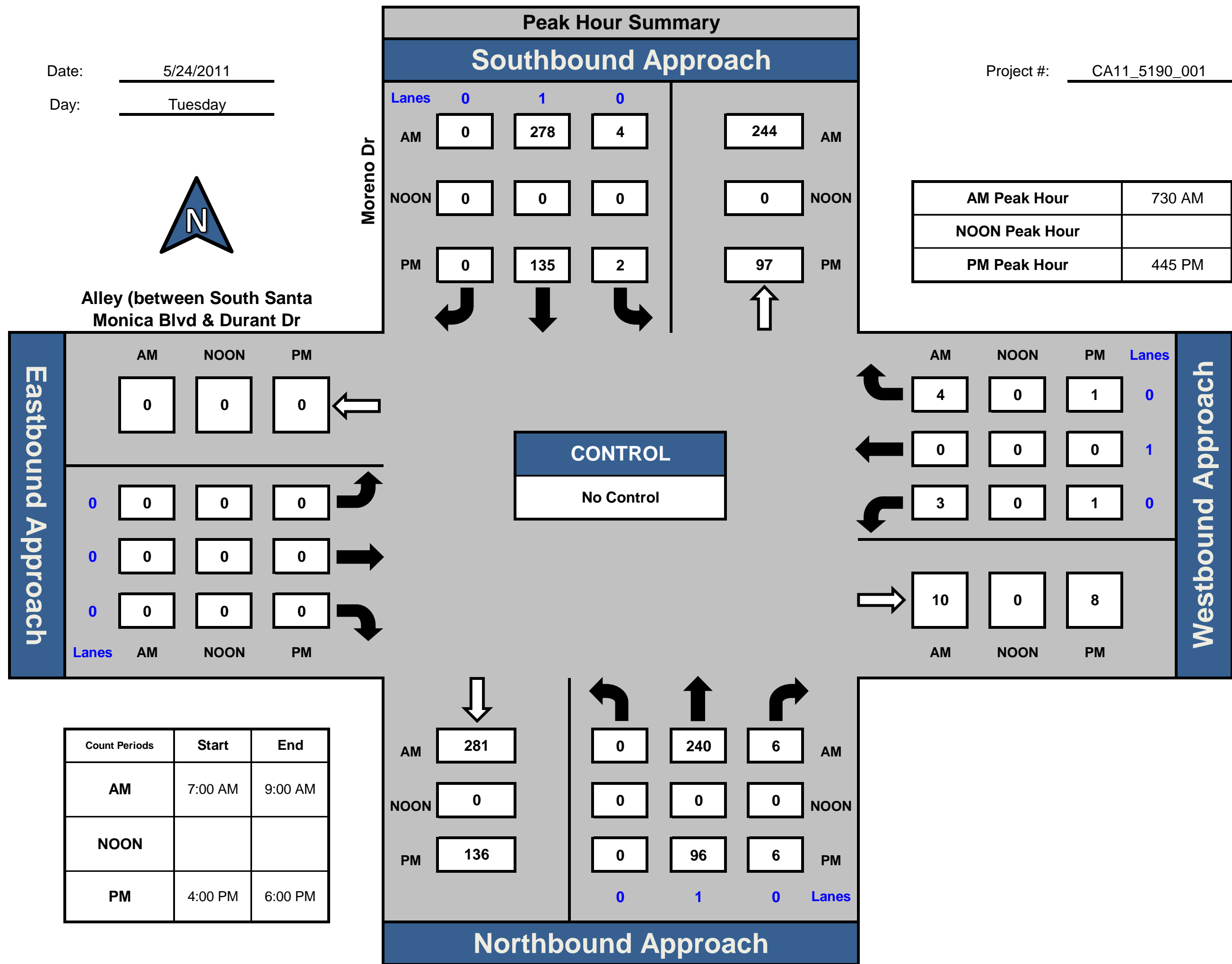


## Moreno Dr and Alley (between South Santa Monica Blvd & Durant Dr, City of Beverly Hills)

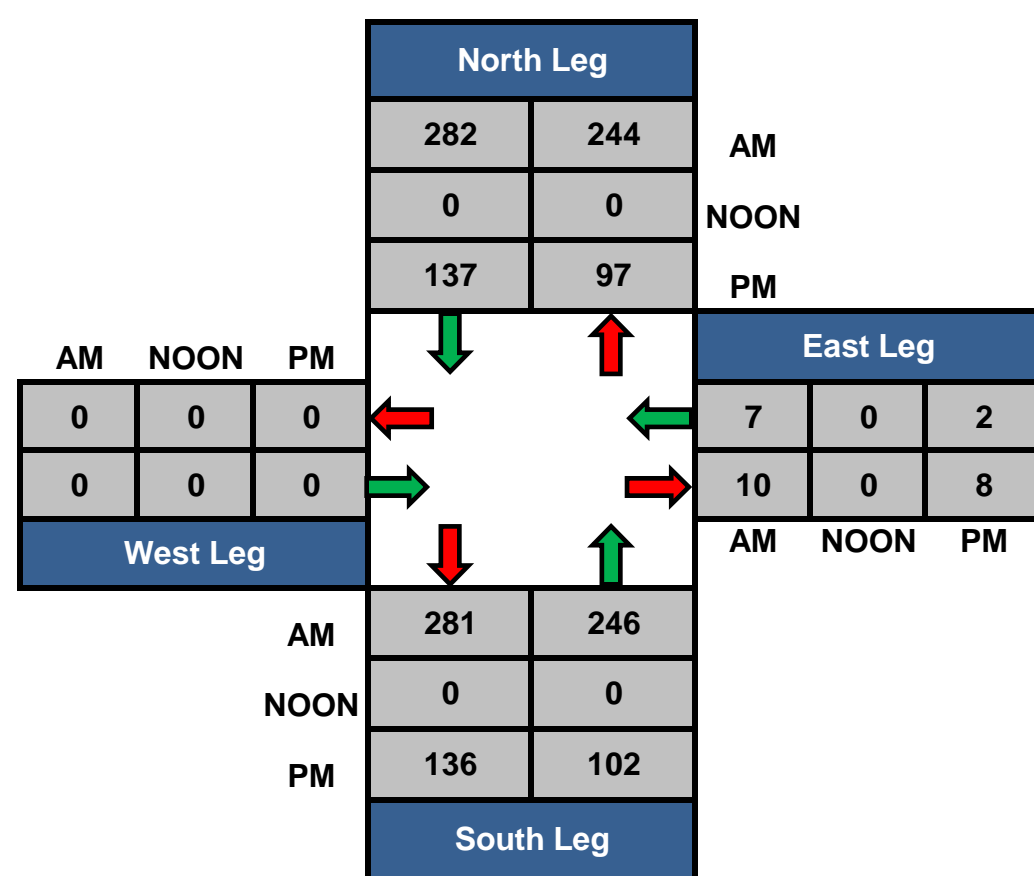
Date: 5/24/2011

Day: Tuesday

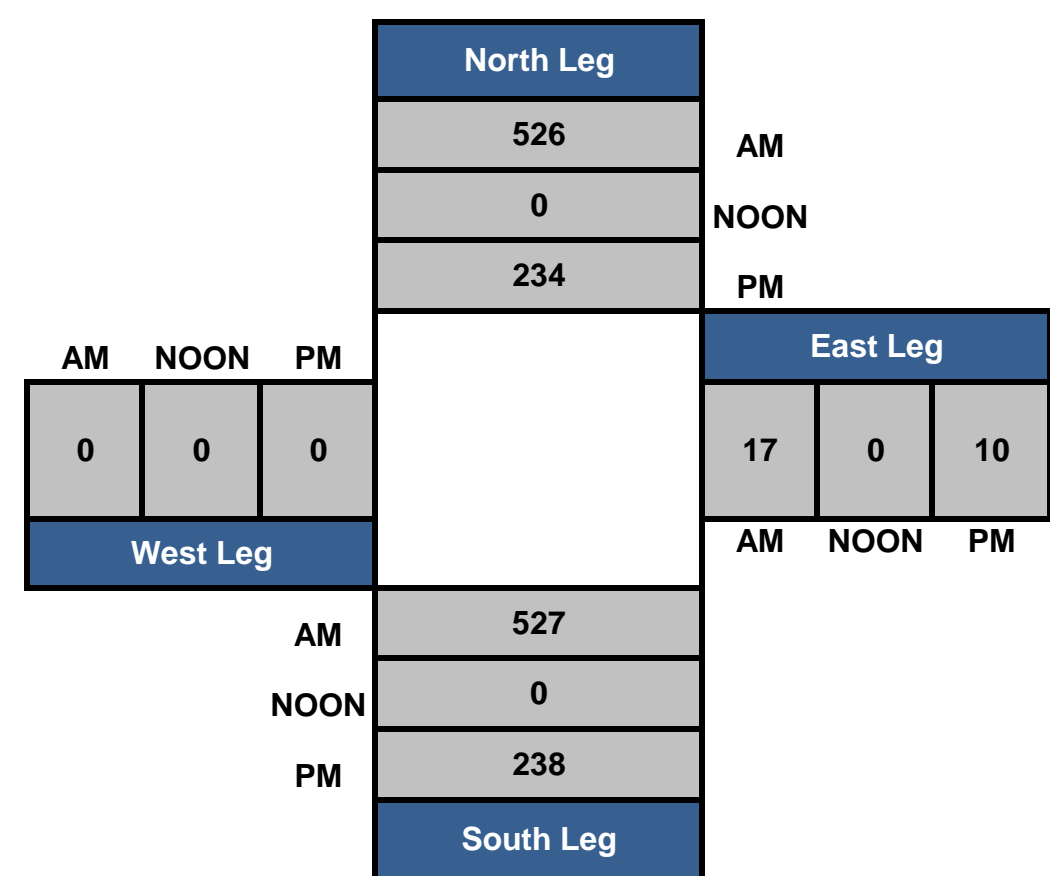
Project #: CA11\_5190\_001



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_001

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

AM

NS/EW Streets:	Moreno Dr			Moreno Dr			Alley (between South Santa Monica Blvd & Durant Dr)			Alley (between South Santa Monica Blvd & Durant Dr)			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	0	1	0	
7:00 AM		29	0	0	27					1		0	57
7:15 AM		26	0	1	17					0		0	44
7:30 AM		26	1	0	33					1		1	62
7:45 AM		71	2	2	96					0		2	173
8:00 AM		96	2	1	111					2		1	213
8:15 AM		47	1	1	38					0		0	87
8:30 AM		18	3	0	14					0		0	35
8:45 AM		28	2	0	21					0		0	51
<b>TOTAL VOLUMES :</b>	0	341	11	5	357	0	0	0	0	4	0	4	722
<b>APPROACH %'s :</b>	0.00%	96.88%	3.13%	1.38%	98.62%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	50.00%	0.00%	50.00%	
<b>PEAK HR START TIME :</b>	730 AM												TOTAL
<b>PEAK HR VOL :</b>	0	240	6	4	278	0	0	0	0	3	0	4	535
<b>PEAK HR FACTOR :</b>		0.628			0.629			0.000			0.583		0.628

CONTROL : No Control

# Intersection Turning Movement

Prepared by:

**National Data & Surveying Services**

Project ID: CA11\_5190\_001

Day: TUESDAY

City: City of Beverly Hills

Date: 5/24/2011

PM

NS/EW Streets:	Moreno Dr			Moreno Dr			Alley (between South Santa Monica Blvd & Durant Dr)			Alley (between South Santa Monica Blvd & Durant Dr)			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	0	0	0	1	0	
4:00 PM		26	2	1	38					0		0	67
4:15 PM		32	2	0	19					1		0	54
4:30 PM		14	0	0	18					0		0	32
4:45 PM		20	1	1	33					0		0	55
5:00 PM		32	1	0	32					1		0	66
5:15 PM		20	1	0	33					0		1	55
5:30 PM		24	3	1	37					0		0	65
5:45 PM		17	0	1	34					0		0	52
<b>TOTAL VOLUMES :</b>	0	185	10	4	244	0	0	0	0	2	0	1	446
<b>APPROACH %'s :</b>	0.00%	94.87%	5.13%	1.61%	98.39%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	66.67%	0.00%	33.33%	
<b>PEAK HR START TIME :</b>	445 PM												TOTAL
<b>PEAK HR VOL :</b>	0	96	6	2	135	0	0	0	0	1	0	1	241
<b>PEAK HR FACTOR :</b>		0.773			0.901			0.000			0.500		0.913

CONTROL : No Control

**APPENDIX C:  
LOS WORKSHEETS**

# CMA Calculation Worksheet



I/S #: <b>1</b>	North-South Street:	<b>Beloit Ave/I-405 SB Ramps</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	627	1	345	6	633	1	348	0	633	1	348	1	634	1	349
	Left-Through		1	481			1	486			1	486			1	486
	Through	263	0	0	3	266	0	0	0	266	0	0	0	266	0	0
	Through-Right		1	199			1	201			1	201			1	201
	Right	300	1	165	3	303	1	167	0	303	1	167	0	303	1	167
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		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
	Left-Through		0	0			0	0			0	0			0	0
	Through	1256	3	452	13	1269	3	456	0	1269	3	456	1	1270	3	456
	Through-Right		1	452			1	456			1	456			1	456
	Right	550	0	550	6	556	0	556	0	556	0	556	0	556	0	556
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	605	2	333	6	611	2	336	0	611	2	336	8	619	2	340
	Left-Through		0	0			0	0			0	0			0	0
	Through	1351	3	450	14	1365	3	455	0	1365	3	455	5	1370	3	457
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 481		North-South: 486		North-South: 486		North-South: 486		North-South: 486		North-South: 486				
		East-West: 883		East-West: 892		East-West: 892		East-West: 892		East-West: 892		East-West: 896				
		SUM: 1364		SUM: 1378		SUM: 1378		SUM: 1378		SUM: 1378		SUM: 1382				
VOLUME/CAPACITY (V/C) RATIO:		0.957		0.967		0.967		0.967		0.967		0.970				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.857		0.867		0.867		0.867		0.867		0.870				
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Beloit Ave/I-405 SB Ramps</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
<b>1</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		900		900		900		900		900						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left *	382	1	210	4	386	1	212	0	386	1	212	3	389	1	214
	Left-Through *+		1	387			1	391			1	391			1	393
	Through *	332	0	0	3	335	0	0	0	335	0	0	0	335	0	0
	Through-Right		1	216			1	218			1	218			1	218
	Right	220	1	121	2	222	1	122	0	222	1	122	0	222	1	122
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		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
	Left-Through		0	0			0	0			0	0			0	0
	Through *+	1287	3	413	13	1300	3	417	0	1300	3	417	4	1304	3	418
	Through-Right *		1	413			1	417			1	417			1	418
	Right *	366	0	366	4	370	0	370	0	370	0	370	0	370	0	370
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left *+	742	2	408	7	749	2	412	0	749	2	412	4	753	2	414
	Left-Through		0	0			0	0			0	0			0	0
	Through	831	3	277	8	839	3	280	0	839	3	280	2	841	3	280
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 387		North-South: 391		North-South: 391		North-South: 391		North-South: 393						
		East-West: 821		East-West: 830		East-West: 830		East-West: 830		East-West: 833						
		SUM: 1209		SUM: 1221		SUM: 1221		SUM: 1221		SUM: 1225						
VOLUME/CAPACITY (V/C) RATIO:		1.343		1.356		1.356		1.356		1.362						
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.243		1.256		1.256		1.256		1.262						
LEVEL OF SERVICE (LOS):		F		F		F		F		F						

\* Denotes reduced capacity (900)  
+ Denotes critical turn movement

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.006**  
Significant impacted? **NO**



# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Cotner Ave/I-405 NB Ramps</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>2</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	665	1	366	7	672	1	369	0	672	1	369		672	1	369
	Left-Through		1	520			1	525			1	525			1	525
	Through	339	1	220	3	342	1	223	0	342	1	223		342	1	223
	Through-Right		1	220			1	223			1	223			1	223
	Right	716	1	394	7	723	1	398	0	723	1	398	2	725	1	399
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	465	2	256	5	470	2	258	0	470	2	258		470	2	258
	Left-Through		0	0			0	0			0	0			0	0
	Through	1316	3	439	13	1329	3	443	0	1329	3	443	2	1331	3	444
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	1375	4	344	14	1389	4	347	0	1389	4	347	12	1401	4	350
	Through-Right		0	0			0	0			0	0			0	0
	Right	351	1	351	4	355	1	355	0	355	1	355	3	358	1	358
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 520		North-South: 525		North-South: 525		North-South: 525		North-South: 525		North-South: 525				
		East-West: 607		East-West: 613		East-West: 613		East-West: 613		East-West: 613		East-West: 616				
		SUM: 1126		SUM: 1138		SUM: 1138		SUM: 1138		SUM: 1138		SUM: 1141				
VOLUME/CAPACITY (V/C) RATIO:		0.790		0.798		0.798		0.798		0.798		0.801				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.690		0.698		0.698		0.698		0.698		0.701				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		C				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>2</b>	North-South Street:	<b>Cotner Ave/I-405 NB Ramps</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		900		900		900		900		900		900				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	306	1	168	3	309	1	170	0	309	1	170		309	1	170
	Left-Through *+		1	360			1	363			1	363			1	364
	Through *	439	1	222	4	443	1	224	0	443	1	224		443	1	225
	Through-Right		1	222			1	224			1	224			1	225
	Right	505	1	278	5	510	1	281	0	510	1	281	7	517	1	284
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left *+	435	2	239	4	439	2	242	0	439	2	242		439	2	242
	Left-Through		0	0			0	0			0	0			0	0
	Through	1226	3	409	12	1238	3	413	0	1238	3	413	7	1245	3	415
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through *	1252	4	313	13	1265	4	316	0	1265	4	316	7	1272	4	318
	Through-Right		0	0			0	0			0	0			0	0
	Right *+	353	1	353	4	357	1	357	0	357	1	357	2	359	1	359
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 360		North-South: 363		North-South: 363		North-South: 363		North-South: 364		North-South: 364				
		East-West: 592		East-West: 598		East-West: 598		East-West: 598		East-West: 600		East-West: 600				
		SUM: 952		SUM: 962		SUM: 962		SUM: 962		SUM: 965		SUM: 965				
VOLUME/CAPACITY (V/C) RATIO:		1.058		1.068		1.068		1.068		1.072		1.072				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.958		0.968		0.968		0.968		0.972		0.972				
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E				

\* Denotes reduced capacity (900)  
+ Denotes critical turn movement

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.004**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Sepulveda Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>3</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	175	1	175	2	177	1	177	0	177	1	177		177	1	177
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	892	2	446	9	901	2	450	0	901	2	450		901	2	450
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	140	1	64	1	141	1	65	0	141	1	65		141	1	65
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	143	1	143	1	144	1	144	0	144	1	144		144	1	144
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	503	2	252	5	508	2	254	0	508	2	254		508	2	254
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	140	1	82	1	141	1	82	0	141	1	82		141	1	82
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	117	1	117	1	118	1	118	0	118	1	118		118	1	118
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1689	3	563	17	1706	3	569	0	1706	3	569	4	1710	3	570
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	246	1	159	2	248	1	160	0	248	1	160		248	1	160
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	152	1	152	2	154	1	154	0	154	1	154		154	1	154
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1424	3	475	14	1438	3	479	0	1438	3	479	16	1454	3	485
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	122	1	51	1	123	1	51	0	123	1	51	1	124	1	52
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 589		North-South: 595		North-South: 595		North-South: 595		North-South: 595		North-South: 595				
		East-West: 715		East-West: 722		East-West: 722		East-West: 722		East-West: 722		East-West: 723				
		SUM: 1304		SUM: 1317		SUM: 1317		SUM: 1317		SUM: 1317		SUM: 1318				
VOLUME/CAPACITY (V/C) RATIO:		0.948		0.958		0.958		0.958		0.958		0.959				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.848		0.858		0.858		0.858		0.858		0.859				
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Sepulveda Blvd</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted By		<b>TF</b>		
<b>3</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>PM</b>		Peak Hour		<b>PM</b>		
No. of Phases		4		4		4		4		4		4		4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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 *+	165	1	165	2	167	1	167	0	167	1	167		167	1	167
	Left-Through		0	0			0	0			0	0			0	0
	Through	895	2	448	9	904	2	452	0	904	2	452		904	2	452
	Through-Right		0	0			0	0			0	0			0	0
	Right	233	1	169	2	235	1	171	0	235	1	171		235	1	171
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	105	1	105	1	106	1	106	0	106	1	106		106	1	106
	Left-Through		0	0			0	0			0	0			0	0
	Through+	603	2	302	6	609	2	305	0	609	2	305		609	2	305
	Through-Right		0	0			0	0			0	0			0	0
	Right *	161	1	81	2	163	1	81	0	163	1	81		163	1	81
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left+	161	1	161	2	163	1	163	0	163	1	163		163	1	163
	Left-Through		0	0			0	0			0	0			0	0
	Through	1391	3	464	14	1405	3	468	0	1405	3	468	14	1419	3	473
	Through-Right		0	0			0	0			0	0			0	0
	Right	174	1	92	2	176	1	92	0	176	1	92		176	1	92
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left+	128	1	128	1	129	1	129	0	129	1	129		129	1	129
	Left-Through		0	0			0	0			0	0			0	0
	Through *+	1270	3	423	13	1283	3	428	0	1283	3	428	8	1291	3	430
	Through-Right		0	0			0	0			0	0			0	0
	Right	100	1	48	1	101	1	48	0	101	1	48		101	1	48
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 553		North-South: 558		North-South: 558		North-South: 558		North-South: 558		North-South: 558		North-South: 558		
		East-West: 592		East-West: 598		East-West: 598		East-West: 598		East-West: 598		East-West: 598		East-West: 602		
		SUM: 1144		SUM: 1156		SUM: 1156		SUM: 1156		SUM: 1156		SUM: 1160		SUM: 1160		
VOLUME/CAPACITY (V/C) RATIO:		0.832		0.840		0.840		0.840		0.840		0.844		0.844		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.732		0.740		0.740		0.740		0.740		0.744		0.744		
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		

\* Denotes reduced capacity (900)  
+ Denotes critical turn movement

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.004**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>4</b>	North-South Street:	<b>Veteran Ave</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	0				
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	64	1	64	1	65	1	65	0	65	1	65		65	1	65
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	324	0	0	3	327	0	0	0	327	0	0		327	0	0
	Through-Right		1	361		1	365		1	365		365		1	1	365
	Right	37	0	37	0	37	0	37	0	37	0	37		37	0	37
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	98	1	98	1	99	1	99	0	99	1	99		99	1	99
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	114	0	0	1	115	0	0	0	115	0	0		115	0	0
	Through-Right		1	176		1	178		1	178		178		1	1	178
	Right	62	0	62	1	63	0	63	0	63	0	63		63	0	63
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	93	1	93	1	94	1	94	0	94	1	94		94	1	94
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1864	3	469	19	1883	3	474	0	1883	3	474	4	1887	3	475
	Through-Right		1	469		1	474		1	474		474		1	1	475
	Right	13	0	13	0	13	0	13	0	13	0	13		13	0	13
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	49	1	49	0	49	1	49	0	49	1	49		49	1	49
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1507	3	502	15	1522	3	507	0	1522	3	507	16	1538	3	513
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	60	1	11	1	61	1	11	0	61	1	11		61	1	11
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 459		North-South: 464		North-South: 464		North-South: 464		North-South: 464		North-South: 464				
		East-West: 595		East-West: 601		East-West: 601		East-West: 601		East-West: 601		East-West: 607				
		SUM: 1054		SUM: 1065		SUM: 1065		SUM: 1065		SUM: 1065		SUM: 1070				
VOLUME/CAPACITY (V/C) RATIO:		0.740		0.747		0.747		0.747		0.747		0.751				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.640		0.647		0.647		0.647		0.647		0.651				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.004**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Veteran Ave</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
<b>4</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour		<b>AM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		900		900		900		900		900		900				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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 *+	53	1	53	1	54	1	54	0	54	1	54		54	1	54
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	285	0	0	3	288	0	0	0	288	0	0		288	0	0
	Through-Right		1	322		1	325		1	325		1		325	1	325
	Right	37	0	37	0	37	0	37	0	37	0	37		37	0	37
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	93	1	93	1	94	1	94	0	94	1	94		94	1	94
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	363	0	0	4	367	0	0	0	367	0	0		367	0	0
	Through-Right+		1	414		1	418		1	418		1		418	1	418
	Right*	51	0	51	1	52	0	52	0	52	0	52		52	0	52
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left+	166	1	166	2	168	1	168	0	168	1	168		168	1	168
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1549	3	397	15	1564	3	400	0	1564	3	400	14	1578	3	404
	Through-Right		1	397		1	400		1	400		1		400	1	404
	Right	37	0	37	0	37	0	37	0	37	0	37		37	0	37
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	55	1	55	1	56	1	56	0	56	1	56		56	1	56
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through*+	1343	3	448	13	1356	3	452	0	1356	3	452	9	1365	3	455
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	92	1	46	1	93	1	46	0	93	1	46		93	1	46
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 467		North-South: 472		North-South: 472		North-South: 472		North-South: 472		North-South: 472				
		East-West: 614		East-West: 620		East-West: 620		East-West: 620		East-West: 620		East-West: 623				
		SUM: 1081		SUM: 1091		SUM: 1091		SUM: 1091		SUM: 1091		SUM: 1094				
VOLUME/CAPACITY (V/C) RATIO:		1.201		1.213		0.973 E		1.213		0.976 E		1.216				
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.101		1.113		0.873 D		1.113		0.876 D		1.116				
LEVEL OF SERVICE (LOS):		F		F				F				F				

\* Denotes reduced capacity (900)  
+ Denotes critical turn movement

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Westwood Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>5</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0					
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0					
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	132	1	132	1	133	1	133	0	133	1	133		133	1	133
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	960	1	528	10	970	1	533	0	970	1	533		970	1	533
	Through-Right		1	528		1	533		1	533		533			1	533
	Right	95	0	95	1	96	0	96	0	96	0	96		96	0	96
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	185	1	185	2	187	1	187	0	187	1	187		187	1	187
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	555	2	278	6	561	2	280	0	561	2	280		561	2	280
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	91	1	60	1	92	1	61	0	92	1	61		92	1	61
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	111	2	61	1	112	2	62	0	112	2	62		112	2	62
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1770	3	590	18	1788	3	596	0	1788	3	596	4	1792	3	597
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	97	1	31	1	98	1	31	0	98	1	31		98	1	31
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	207	2	114	2	209	2	115	0	209	2	115		209	2	115
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1374	3	458	14	1388	3	463	0	1388	3	463	16	1404	3	468
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	180	1	88	2	182	1	88	0	182	1	88		182	1	88
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 713		North-South: 720		North-South: 720		North-South: 720		North-South: 720		North-South: 720				
		East-West: 704		East-West: 711		East-West: 711		East-West: 711		East-West: 711		East-West: 712				
		SUM: 1416		SUM: 1431		SUM: 1431		SUM: 1431		SUM: 1431		SUM: 1432				
VOLUME/CAPACITY (V/C) RATIO:		1.030		1.040		1.040		1.040		1.040		1.041				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.930		0.940		0.940		0.940		0.940		0.941				
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



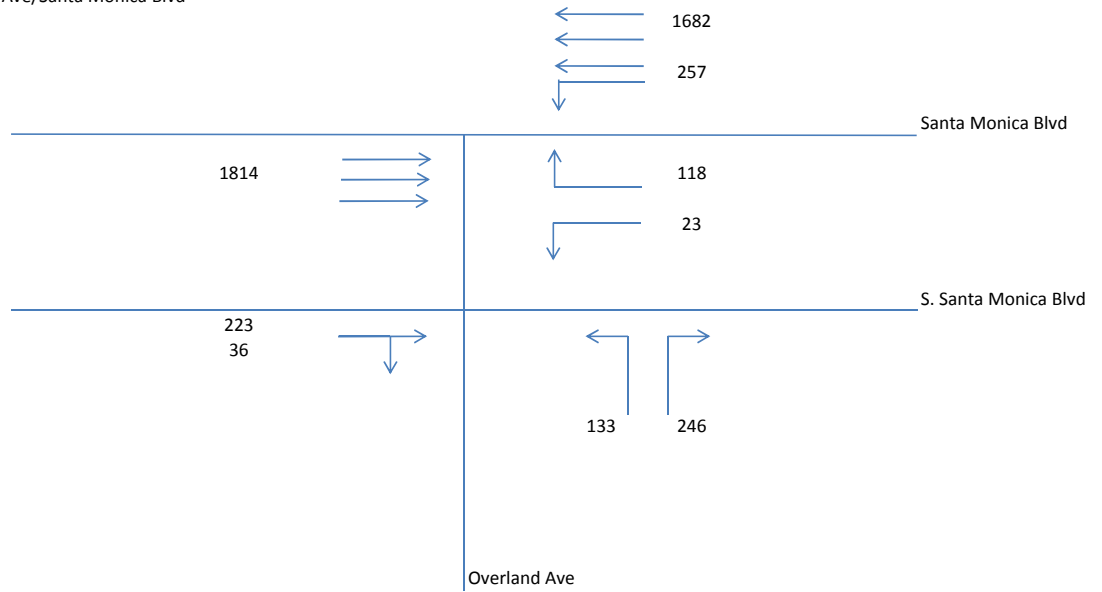
I/S #: <b>5</b>	North-South Street:	<b>Westwood Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
No. of Phases		4		4		4		4		4		4				
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--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	0				
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	93	1	93	1	94	1	94	0	94	1	94		94	1	94
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	894	1	502	9	903	1	507	0	903	1	507		903	1	507
	Through-Right		1	502		1	507		1	507		507			1	507
	Right	110	0	110	1	111	0	111	0	111	0	111		111	0	111
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	208	1	208	2	210	1	210	0	210	1	210		210	1	210
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1201	2	601	12	1213	2	607	0	1213	2	607		1213	2	607
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	107	1	56	1	108	1	56	0	108	1	56		108	1	56
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	186	2	102	2	188	2	103	0	188	2	103		188	2	103
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1398	3	466	14	1412	3	471	0	1412	3	471	14	1426	3	475
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	106	1	60	1	107	1	60	0	107	1	60		107	1	60
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	230	2	127	2	232	2	128	0	232	2	128		232	2	128
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1343	3	448	13	1356	3	452	0	1356	3	452	9	1365	3	455
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	225	1	121	2	227	1	122	0	227	1	122		227	1	122
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 710		North-South: 717		North-South: 717		North-South: 717		North-South: 717		North-South: 717				
		East-West: 593		East-West: 598		East-West: 598		East-West: 598		East-West: 598		East-West: 603				
		SUM: 1303		SUM: 1316		SUM: 1316		SUM: 1316		SUM: 1316		SUM: 1320				
VOLUME/CAPACITY (V/C) RATIO:		0.947		0.957		0.957		0.957		0.957		0.960				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.847		0.857		0.857		0.857		0.857		0.860				
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

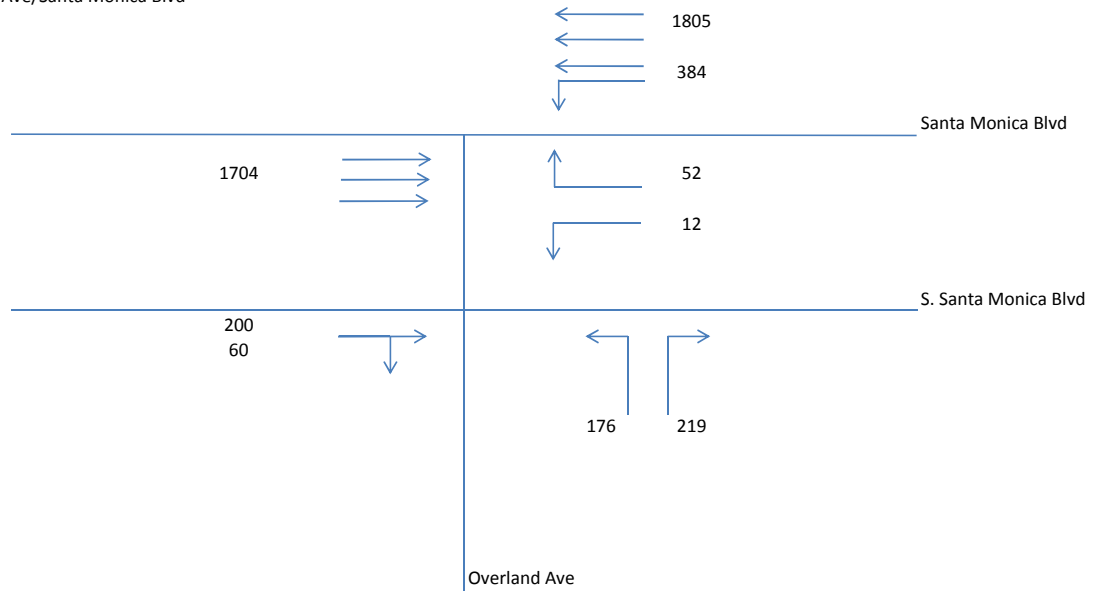


Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: AM  
 Scenario: Existing  
 Signal: ATCS



Phase 1	$\frac{257}{1}$	=	257				
Phase 2	$\frac{1814}{3}$	or	$\frac{259}{1}$	or	$\frac{911}{3}$	=	605
Phase 3	$\frac{23}{1}$	or	$\frac{118}{1}$	=	118		
Phase 4	$\frac{133}{1}$	or	$\frac{246}{1}$	=	246		
Crit. Turn Vol Capacity	$\frac{257}{1}$	+	$\frac{605}{1}$	+	$\frac{118}{1}$	+	$\frac{246}{1}$ = $\frac{1226}{1375}$ = 0.892
ATSC/ATSAC Reduction	0.892	-	0.1	=	<b>0.792</b>		
LOS	<b>C</b>						

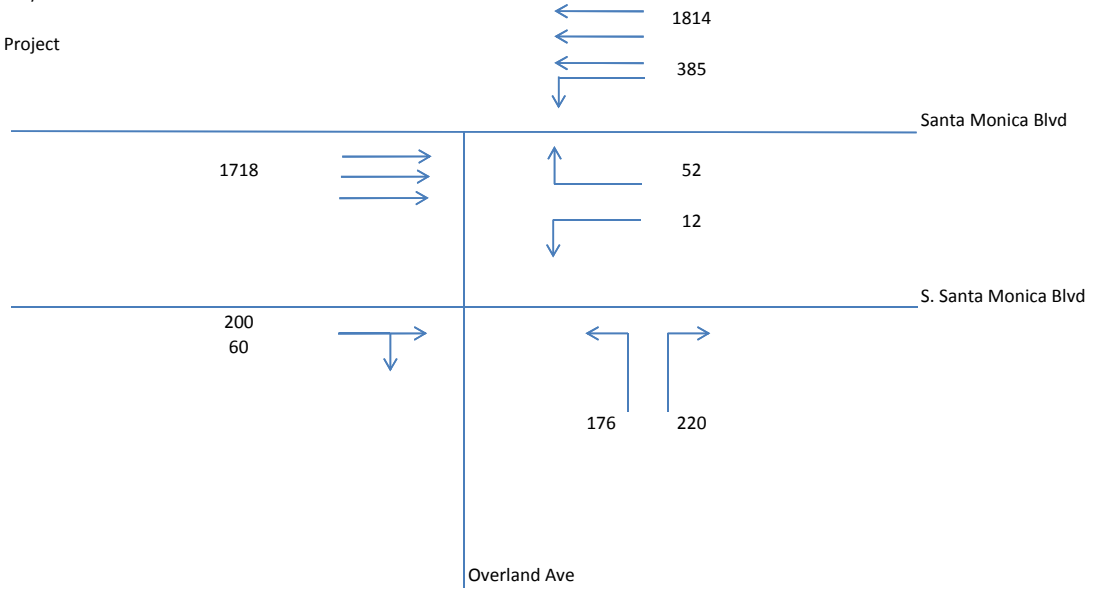
Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: PM  
 Scenario: Existing  
 Signal: ATCS



Phase 1	$\frac{384}{1}$	=	384				
Phase 2	$\frac{1704}{3}$	or	$\frac{260}{1}$	or	$\frac{653}{3}$	=	568
Phase 3	$\frac{12}{1}$	or	$\frac{52}{1}$	=	52		
Phase 4	$\frac{176}{1}$	or	$\frac{219}{1}$	=	219		
Crit. Turn Vol Capacity	$\frac{384}{1}$	+	$\frac{568}{1375}$	+	$\frac{52}{1375}$	+	$\frac{219}{1375} = \frac{1223}{1375} = 0.889$
ATSC/ATSAC Reduction	0.889	-	0.1	=	<b>0.789</b>		
LOS	<b>C</b>						



Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: PM  
 Scenario: Existing + Project  
 Signal: ATCS



Phase 1	$\frac{385}{1}$	=	385				
Phase 2	$\frac{1718}{3}$	or	$\frac{260}{1}$	or	$\frac{659}{3}$	=	573
Phase 3	$\frac{12}{1}$	or	$\frac{52}{1}$	=	52		
Phase 4	$\frac{176}{1}$	or	$\frac{220}{1}$	=	220		
Crit. Turn Vol Capacity	$\frac{385}{1}$	+	$\frac{573}{1375}$	+	$\frac{52}{1375}$	+	$\frac{220}{1375} = 0.895$
ATSC/ATSAC Reduction	0.895	-	0.1	=	<b>0.795</b>		
LOS	<b>C</b>						

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Beverly Glen Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>7</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	146	2	80	1	147	2	81	0	147	2	81		147	2	81
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	609	2	305	6	615	2	308	0	615	2	308		615	2	308
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	169	1	138	2	171	1	140	0	171	1	140		171	1	139
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
SOUTHBOUND	Left	550	2	303	6	556	2	306	0	556	2	306	1	557	2	306
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	724	2	362	7	731	2	366	0	731	2	366		731	2	366
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	141	1	101	1	142	1	102	0	142	1	102		142	1	102
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
EASTBOUND	Left	147	2	81	1	148	2	82	0	148	2	82		148	2	82
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1855	3	618	19	1874	3	625	0	1874	3	625	4	1878	3	626
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	119	1	79	1	120	1	80	0	120	1	80		120	1	80
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
WESTBOUND	Left	112	2	62	1	113	2	62	0	113	2	62	1	114	2	63
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1263	3	421	13	1276	3	425	0	1276	3	425	18	1294	3	431
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	145	1	0	1	146	1	0	0	146	1	0	2	148	1	0
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 607		North-South: 613		North-South: 613		North-South: 613		North-South: 614		North-South: 614				
		East-West: 680		East-West: 687		East-West: 687		East-West: 687		East-West: 689		East-West: 689				
		SUM: 1287		SUM: 1300		SUM: 1300		SUM: 1300		SUM: 1302		SUM: 1302				
VOLUME/CAPACITY (V/C) RATIO:		0.936		0.945		0.945		0.945		0.947		0.947				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.836		0.845		0.845		0.845		0.847		0.847				
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Beverly Glen Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
<b>7</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
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---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	105	2	58	1	106	2	58	0	106	2	58		106	2	58
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	567	2	284	6	573	2	286	0	573	2	286		573	2	286
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	122	1	54	1	123	1	54	0	123	1	54	1	124	1	55
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
SOUTHBOUND	Left	262	2	144	3	265	2	146	0	265	2	146	2	267	2	147
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	939	2	470	9	948	2	474	0	948	2	474		948	2	474
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	87	1	25	1	88	1	26	0	88	1	26		88	1	26
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
EASTBOUND	Left	224	2	123	2	226	2	124	0	226	2	124		226	2	124
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1396	3	465	14	1410	3	470	0	1410	3	470	15	1425	3	475
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	203	1	174	2	205	1	176	0	205	1	176		205	1	176
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
WESTBOUND	Left	248	2	136	2	250	2	138	0	250	2	138		250	2	138
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1762	3	587	18	1780	3	593	0	1780	3	593	9	1789	3	596
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	524	1	452	5	529	1	456	0	529	1	456	1	530	1	457
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 527		North-South: 533		North-South: 533		North-South: 533		North-South: 533		North-South: 533				
		East-West: 711		East-West: 718		East-West: 718		East-West: 718		East-West: 718		East-West: 721				
		SUM: 1238		SUM: 1250		SUM: 1250		SUM: 1250		SUM: 1250		SUM: 1253				
VOLUME/CAPACITY (V/C) RATIO:		0.900		0.909		0.909		0.909		0.909		0.911				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.800		0.809		0.809		0.809		0.809		0.811				
LEVEL OF SERVICE (LOS):		C		D		D		D		D		D				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>8</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	74	1	41	1	75	1	41	0	75	1	41		75	1	41
	Left-Through		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
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	109	1	18	1	110	1	18	0	110	1	18	1	111	1	18
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		1	82			1	83			1	83			1	84
SOUTHBOUND	Left	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
	Through	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
	Right	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
	Left-Right		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
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2352	3	784	24	2376	3	792	0	2376	3	792	5	2381	3	794
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	344	1	324	3	347	1	327	0	347	1	327		347	1	327
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0	0
WESTBOUND	Left	152	2	84	2	154	2	84	0	154	2	84	3	157	2	86
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1424	3	475	14	1438	3	479	0	1438	3	479	21	1459	3	486
	Through-Right		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
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0	0
CRITICAL VOLUMES		North-South: 82		North-South: 83		North-South: 83		North-South: 83		North-South: 84						
		East-West: 868		East-West: 876		East-West: 876		East-West: 876		East-West: 880						
		SUM: 950		SUM: 959		SUM: 959		SUM: 959		SUM: 963						
VOLUME/CAPACITY (V/C) RATIO:		0.667		0.673		0.673		0.673		0.676						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.567		0.573		0.573		0.573		0.576						
LEVEL OF SERVICE (LOS):		A		A		A		A		A						

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>8</b>	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	344	1	189	3	347	1	191	0	347	1	191		347	1	191
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	192	1	73	2	194	1	74	0	194	1	74	4	198	1	75
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		1	241			1	244			1	244			1	245
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	1742	3	581	17	1759	3	586	0	1759	3	586	18	1777	3	592
	Through-Right		0	0			0	0			0	0			0	0
	Right	197	1	102	2	199	1	103	0	199	1	103		199	1	103
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	119	2	65	1	120	2	66	0	120	2	66	2	122	2	67
	Left-Through		0	0			0	0			0	0			0	0
	Through	2017	3	672	20	2037	3	679	0	2037	3	679	11	2048	3	683
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 241		North-South: 244		North-South: 244		North-South: 244		North-South: 245						
		East-West: 672		East-West: 679		East-West: 679		East-West: 679		East-West: 683						
		SUM: 914		SUM: 923		SUM: 923		SUM: 923		SUM: 928						
VOLUME/CAPACITY (V/C) RATIO:		0.641		0.647		0.647		0.647		0.651						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.541		0.547		0.547		0.547		0.551						
LEVEL OF SERVICE (LOS):		A		A		A		A		A						

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.004**  
Significant impacted? **NO**



# CMA Calculation Worksheet



I/S #:	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
9	East-West Street:	Santa Monica Blvd		Projection Year:		2011		Peak Hour:		AM		Peak Hour:		AM			
No. of Phases		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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0		
ATSAC-1 or ATCS-2?		0		0		0		0		0		0		0			
Override Capacity		0		0		0		0		0		0		0			
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	224	3	83	2	226	3	84	0	226	3	84		226	3	84	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	295	2	0	3	298	2	0	0	298	2	0		300	2	0	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	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	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	20	1	20	0	20	1	20	0	20	1	20		20	1	20	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1782	4	446	18	1800	4	450	0	1800	4	450		1806	4	451	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	666	1	625	7	673	1	631	0	673	1	631		673	1	631	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	598	2	329	6	604	2	332	0	604	2	332		614	2	338	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1496	3	499	15	1511	3	504	0	1511	3	504		1535	3	512	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	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	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 83		North-South: 84		North-South: 84		North-South: 84		North-South: 84		North-South: 84		North-South: 84		North-South: 84	
		East-West: 953		East-West: 963		East-West: 963		East-West: 963		East-West: 963		East-West: 963		East-West: 968		East-West: 968	
		SUM: 1036		SUM: 1047		SUM: 1047		SUM: 1047		SUM: 1047		SUM: 1052		SUM: 1052		SUM: 1052	
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.735		0.735		0.735		0.735		0.738		0.738		0.738	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.727		0.735		0.735		0.735		0.735		0.738		0.738		0.738	
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C		C		C	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: 0.003  
Significant impacted? NO

# CMA Calculation Worksheet



I/S #:	North-South Street:	Avenue of the Stars		Year of Count:		2010	Ambient Growth: (%)		1	Conducted By		TF				
9	East-West Street:	Santa Monica Blvd		Projection Year:		2011	Peak Hour:		PM	Peak Hour:		PM				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		0		0		0		0		0		0				
Override Capacity		0		0		0		0		0		0				
		2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				EX W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	631	3	233	6	637	3	236	0	637	3	236		637	3	236
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	512	2	193	5	517	2	195	0	517	2	195	9	526	2	194
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	34	1	34	0	34	1	34	0	34	1	34		34	1	34
	Left-Through		0	0			0	0			0	0			0	0
	Through	1518	4	380	15	1533	4	383	0	1533	4	383	22	1555	4	389
	Through-Right		0	0			0	0			0	0			0	0
	Right	294	1	177	3	297	1	179	0	297	1	179		297	1	179
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	322	2	177	3	325	2	179	0	325	2	179	21	346	2	190
	Left-Through		0	0			0	0			0	0			0	0
	Through	1788	3	596	18	1806	3	602	0	1806	3	602	13	1819	3	606
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 233		North-South: 236		North-South: 236		North-South: 236		North-South: 236		North-South: 236				
		East-West: 630		East-West: 636		East-West: 636		East-West: 636		East-West: 636		East-West: 641				
		SUM: 863		SUM: 872		SUM: 872		SUM: 872		SUM: 872		SUM: 876				
VOLUME/CAPACITY (V/C) RATIO:		0.606		0.612		0.612		0.612		0.612		0.615				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.606		0.612		0.612		0.612		0.612		0.615				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: 0.003  
Significant impacted? NO

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>10</b>	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		1		1		1		1		1						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	99	2	54	1	100	2	55	0	100	2	55		100	2	55
	Left-Through		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
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	229	2	0	2	231	2	0	0	231	2	0	5	236	2	0
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	4	1	4	0	4	1	4	0	4	1	4		4	1	4
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1377	4	344	14	1391	4	348	0	1391	4	348	13	1404	4	351
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	483	1	456	5	488	1	460	0	488	1	460		488	1	460
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	789	2	434	8	797	2	438	0	797	2	438	5	802	2	441
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1986	4	497	20	2006	4	501	0	2006	4	501	34	2040	4	510
	Through-Right		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
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 54		North-South: 55		North-South: 55		North-South: 55		North-South: 55		North-South: 55				
		East-West: 890		East-West: 899		East-West: 899		East-West: 899		East-West: 899		East-West: 901				
		SUM: 944		SUM: 954		SUM: 954		SUM: 954		SUM: 954		SUM: 956				
VOLUME/CAPACITY (V/C) RATIO:		0.663		0.669		0.669		0.669		0.669		0.671				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.593		0.599		0.599		0.599		0.599		0.601				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>10</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		1		1		1		1		1		1				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				EX W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	342	2	188	3	345	2	190	0	345	2	190		345	2	190
	Left-Through		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
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	717	2	327	7	724	2	331	0	724	2	331	18	742	2	340
	Left-Through-Right		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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	18	1	18	0	18	1	18	0	18	1	18		18	1	18
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2038	4	510	20	2058	4	515	0	2058	4	515	49	2107	4	527
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	284	1	190	3	287	1	192	0	287	1	192		287	1	192
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	244	2	134	2	246	2	136	0	246	2	136	3	249	2	137
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1768	4	442	18	1786	4	446	0	1786	4	446	33	1819	4	455
	Through-Right		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
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 327		North-South: 331		North-South: 331		North-South: 331		North-South: 340		North-South: 340				
		East-West: 644		East-West: 650		East-West: 650		East-West: 650		East-West: 664		East-West: 664				
		SUM: 971		SUM: 981		SUM: 981		SUM: 981		SUM: 1004		SUM: 1004				
VOLUME/CAPACITY (V/C) RATIO:		0.681		0.688		0.688		0.688		0.704		0.704				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.611		0.618		0.618		0.618		0.634		0.634				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

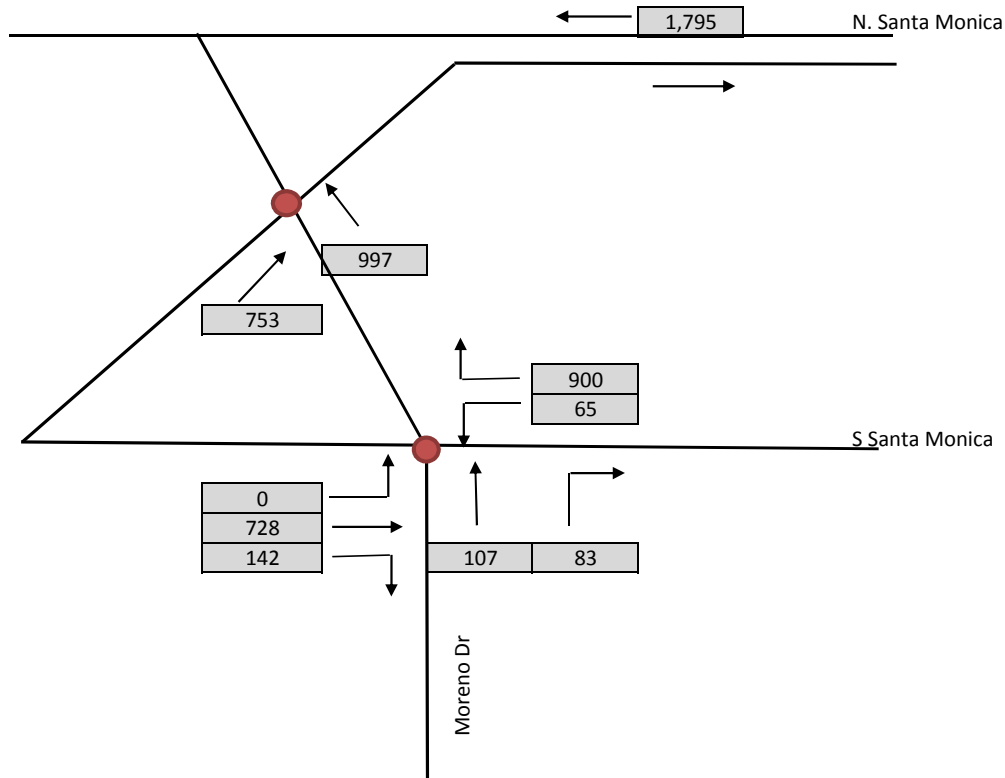
**PROJECT IMPACT**  
Change in v/c due to project: **0.016**  
Significant impacted? **NO**

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Existing

**Peak Hour:** AM



$$\begin{aligned}
 \text{Phase 1} &= \text{Max} \left[ \frac{1795}{3} \text{ or } \frac{753}{2} \text{ or } \text{Max} \left[ \frac{0}{1} \text{ or } \frac{870}{2} \right] \right] \\
 &= \text{Max} [ 598 \text{ or } 377 \text{ or } 435 ] \\
 &= 598
 \end{aligned}$$

$$\begin{aligned}
 \text{Phase 2} &= \text{Max} \left[ \frac{997}{2} \text{ or } \left[ \frac{190}{1} + \text{Max} \left[ \frac{900}{2} \text{ or } \frac{65}{1} \right] \right] \right] \\
 &= \text{Max} [ 499 \text{ or } 190 + \text{Max} [ 450 \text{ or } 65 ] ] \\
 &= 640
 \end{aligned}$$

**Critical Volumes** = 1,238

$$\text{V/C} = \frac{1,238}{1,375} - 0.10 \quad (\text{ATSAC \& ATCS})$$

$$= 0.901 - 0.10$$

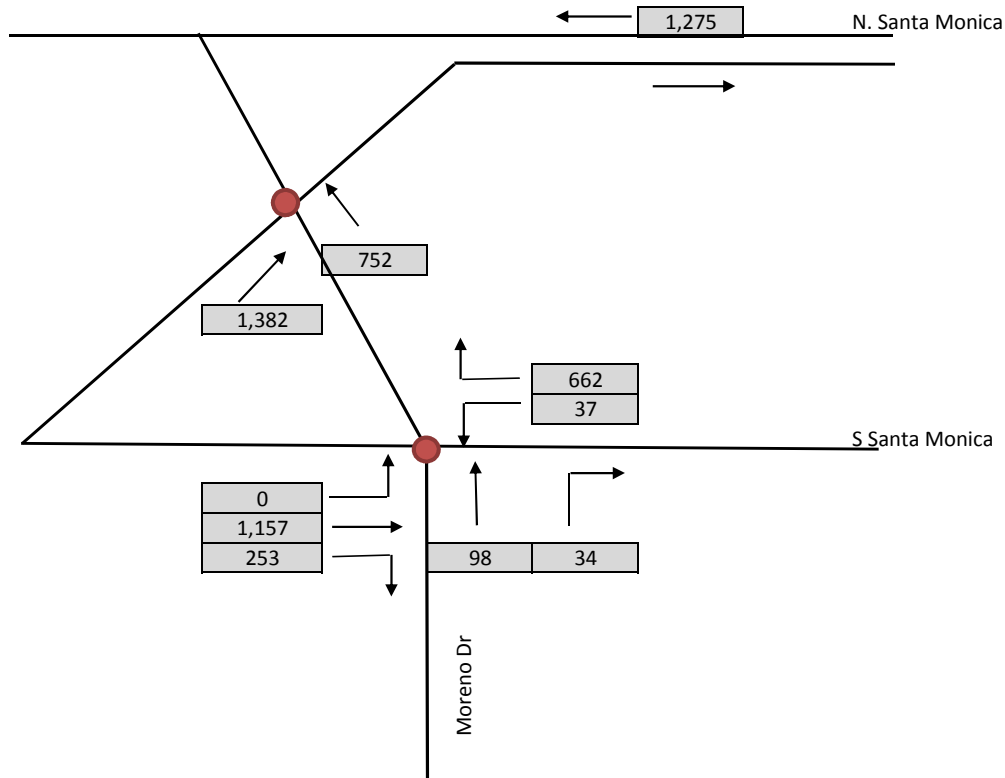
$$= \mathbf{0.801} \quad \mathbf{LOS \ D}$$

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Existing

**Peak Hour:** PM



**Phase 1**

$$\text{Max} \left[ \frac{1275}{3} \text{ or } \frac{1382}{2} \text{ or } \text{Max} \left[ \frac{0}{1} \text{ or } \frac{1410}{2} \right] \right]$$

$$= \text{Max} [ 425 \text{ or } 691 \text{ or } 705 ]$$

$$= 705$$

**Phase 2**

$$\text{Max} \left[ \frac{752}{2} \text{ or } \left[ \frac{132}{1} + \text{Max} \left[ \frac{662}{2} \text{ or } \frac{37}{1} \right] \right] \right]$$

$$= \text{Max} [ 376 \text{ or } 132 + \text{Max} [ 331 \text{ or } 37 ] ]$$

$$= 463$$

**Critical Volumes** = 1,168

**V/C** =  $\frac{1,168}{1,375}$  - 0.10  
(ATSAC & ATCS)

= 0.849 - 0.10

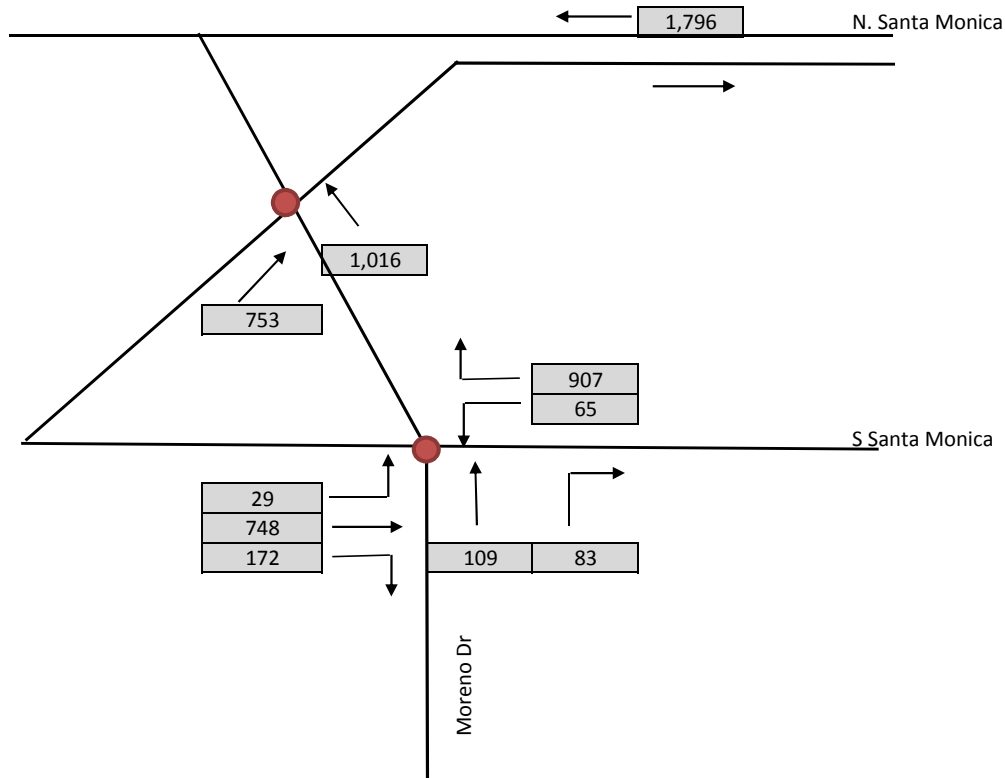
= **0.749 LOS C**

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Existing+Project

**Peak Hour:** AM



**Phase 1**

$$\text{Max} \left[ \frac{1796}{3} \text{ or } \frac{753}{2} \text{ or } \text{Max} \left[ \frac{40002}{1} \text{ or } \frac{920}{2} \right] \right]$$

$$= \text{Max} [ 599 \text{ or } 377 \text{ or } 460 ]$$

$$= 599$$

**Phase 2**

$$\text{Max} \left[ \frac{1016}{2} \text{ or } \left[ \frac{192}{1} + \text{Max} \left[ \frac{907}{2} \text{ or } \frac{65}{1} \right] \right] \right]$$

$$= \text{Max} [ 508 \text{ or } 192 + \text{Max} [ 454 \text{ or } 65 ] ]$$

$$= 646$$

**Critical Volumes** = 1,244

**V/C** =  $\frac{1,244}{1,375}$  - 0.10  
(ATSAC & ATCS)

= 0.905 - 0.10

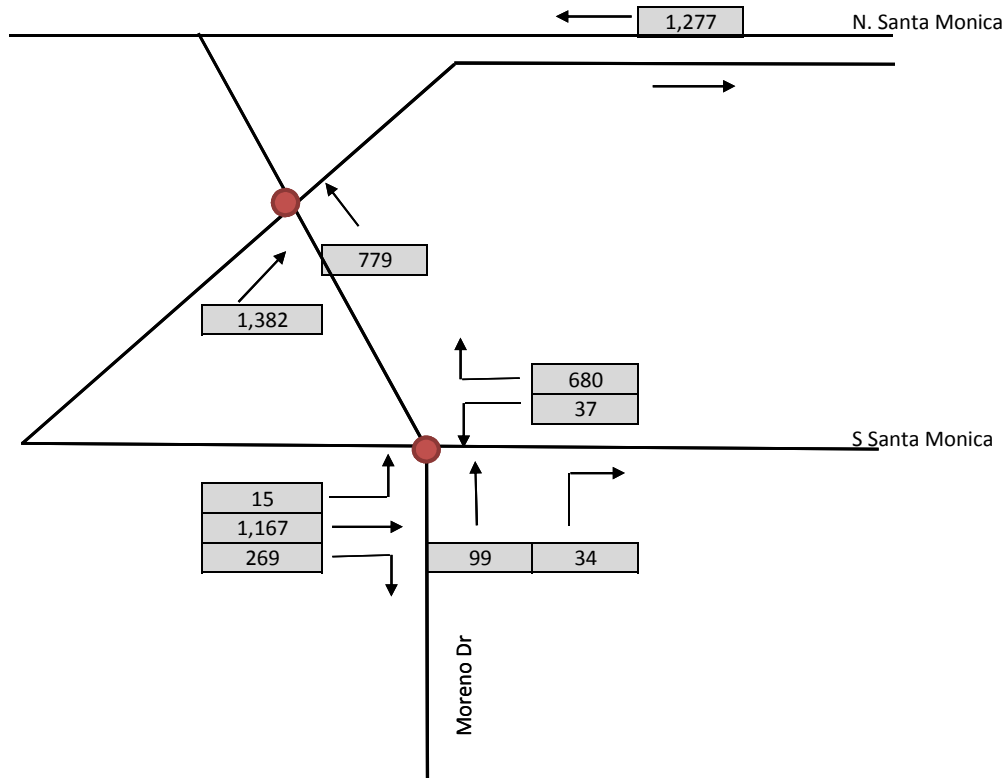
= **0.805 LOS D**

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Existing + Project

**Peak Hour:** PM



**Phase 1**

$$\text{Max} \left[ \frac{1277}{3} \text{ or } \frac{1382}{2} \text{ or } \text{Max} \left[ \frac{15}{1} \text{ or } \frac{1436}{2} \right] \right]$$

$$= \text{Max} [ 426 \text{ or } 691 \text{ or } 718 ]$$

$$= 718$$

**Phase 2**

$$\text{Max} \left[ \frac{779}{2} \text{ or } \left[ \frac{133}{1} + \text{Max} \left[ \frac{680}{2} \text{ or } \frac{37}{1} \right] \right] \right]$$

$$= \text{Max} [ 390 \text{ or } 133 + \text{Max} [ 340 \text{ or } 37 ] ]$$

$$= 473$$

**Critical Volumes** = 1,191

**V/C** =  $\frac{1,191}{1,375}$  - 0.10  
(ATSAC & ATCS)

= 0.866 - 0.10

= **0.766 LOS C**



# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Moreno Dr</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>		
<b>12</b>	East-West Street:	<b>Durant Dr</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>		
No. of Phases		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		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?		0		0		0		0		0		0		0		
Override Capacity		0		0		0		0		0		0		0		
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	1	122	1	122	0	122	1	122		122	1	122
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	116	0	0	1	117	0	0	0	117	0	0		117	0	0
	Through-Right		1	210		1	1	212		1	1	212		1	1	212
	Right	94	0	94	1	95	0	95	0	95	0	95		95	0	95
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	32	1	32	0	32	1	32	0	32	1	32	11	43	1	43
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	129	0	0	1	130	0	0	0	130	0	0	21	151	0	0
	Through-Right		1	290		1	1	293		1	1	293		1	1	314
	Right	161	0	161	2	163	0	163	0	163	0	163		163	0	163
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	58	1	58	1	59	1	59	0	59	1	59		59	1	59
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	87	1	87	1	88	1	88	0	88	1	88		88	1	88
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	101	1	41	1	102	1	41	0	102	1	41		102	1	41
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	69		69	1	70	0	70	0	70	0	70		70	0	70
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	141	0	0	1	142	0	0	0	142	0	0		142	0	0
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	81	0	81	1	82	0	82	0	82	0	82		82	0	82
	Left-Through-Right		1	291		1	1	294		1	1	294		1	1	294
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 411		North-South: 415		North-South: 415		North-South: 415		North-South: 436		North-South: 436		North-South: 436		
		East-West: 349		East-West: 352		East-West: 352		East-West: 352		East-West: 352		East-West: 352		East-West: 352		
		SUM: 760		SUM: 768		SUM: 768		SUM: 768		SUM: 789		SUM: 789		SUM: 789		
VOLUME/CAPACITY (V/C) RATIO:		0.533		0.539		0.539		0.539		0.539		0.539		0.539		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533		0.539		0.539		0.539		0.539		0.539		0.539		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.014**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Moreno Dr</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Added Volume		<b>TF</b>				
<b>12</b>	East-West Street:	<b>Durant Dr</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Time of Day		<b>PM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		0		0		0		0		0		0				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	0	16	1	16	0	16	1	16		16	1	16
	Left-Through		0	0			0	0			0	0			0	0
	Through	63	0	0	1	64	0	0	0	64	0	0		64	0	0
	Through-Right		1	92			1	93			1	93			1	93
	Right	29	0	29	0	29	0	29	0	29	0	29		29	0	29
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	79	1	79	1	80	1	80	0	80	1	80	6	86	1	86
	Left-Through		0	0			0	0			0	0			0	0
	Through	191	0	0	2	193	0	0	0	193	0	0	11	204	0	0
	Through-Right		1	203			1	205			1	205			1	216
	Right	12	0	12	0	12	0	12	0	12	0	12		12	0	12
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	10	1	10	0	10	1	10	0	10	1	10		10	1	10
	Left-Through		0	0			0	0			0	0			0	0
	Through	10	1	10	0	10	1	10	0	10	1	10		10	1	10
	Through-Right		0	0			0	0			0	0			0	0
	Right	13	1	5	0	13	1	5	0	13	1	5		13	1	5
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	34		34	0	34	0	34	0	34	0	34		34	0	34
	Left-Through		0	0			0	0			0	0			0	0
	Through	9	0	0	0	9	0	0	0	9	0	0		9	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	60	0	60	1	61	0	61	0	61	0	61		61	0	61
	Left-Through-Right		1	103			1	104			1	104			1	104
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 219		North-South: 221		North-South: 221		North-South: 221		North-South: 232		North-South: 232				
		East-West: 113		East-West: 114		East-West: 114		East-West: 114		East-West: 114		East-West: 114				
		SUM: 332		SUM: 335		SUM: 335		SUM: 335		SUM: 346		SUM: 346				
VOLUME/CAPACITY (V/C) RATIO:		0.233		0.235		0.235		0.235		0.243		0.243				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.233		0.235		0.235		0.235		0.243		0.243				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.008**  
Significant impacted? **NO**

<b>Project Title:</b>	<b>10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b>		
<b>Intersection:</b>	<b>12) MORENO DRIVE &amp; DURANT DRIVE</b>		
<b>Description:</b>	<b>EXISTING CONDITIONS</b>		
<b>Date/Time:</b>	<b>AM PEAK HOUR (7:30-8:30)</b>		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	163	0	0.000	N-S(1): 0.153
	TH	1.00	130	1,600	0.183 *	N-S(2): 0.259 *
	LT	1.00	32	1,600	0.020	E-W(1): 0.099
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.221 *
	TH	1.00	142	1,600	0.184 *	V/C: 0.480
	LT	0.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	95	0	0.000	ITS: 0.000
	TH	1.00	117	1,600	0.133	ICU: 0.580
	LT	1.00	122	1,600	0.076 *	LOS: A
Eastbound	RT	1.00	102	1,600	0.026	
	TH	1.00	88	1,600	0.055	
	LT	1.00	59	1,600	0.037 *	

<b>Date/Time:</b>	<b>PM PEAK HOUR (5:00-6:00)</b>		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.108
	TH	1.00	193	1,600	0.128 *	N-S(2): 0.138 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.027
Westbound	RT	0.00	61	0	0.000	E-W(2): 0.071 *
	TH	1.00	9	1,600	0.065 *	V/C: 0.209
	LT	0.00	34	1,600	0.021	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	ITS: 0.000
	TH	1.00	64	1,600	0.058	ICU: 0.309
	LT	1.00	16	1,600	0.010 *	LOS: A
Eastbound	RT	1.00	13	1,600	0.003	
	TH	1.00	10	1,600	0.006	
	LT	1.00	10	1,600	0.006 *	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 12) MORENO DRIVE &amp; DURANT DRIVE</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	163	0	0.000	N-S(1): 0.159
	TH	1.00	151	1,600	0.196 *	N-S(2): 0.272 *
	LT	1.00	41	1,600	0.026	E-W(1): 0.099
Westbound	RT	0.00	82	0	0.000	E-W(2): 0.221 *
	TH	1.00	142	1,600	0.184 *	
	LT	0.00	70	1,600	0.044	V/C: 0.493
Northbound	RT	0.00	95	0	0.000	Lost Time: 0.100
	TH	1.00	117	1,600	0.133	ITS: 0.000
	LT	1.00	122	1,600	0.076 *	
Eastbound	RT	1.00	102	1,600	0.026	ICU: 0.593
	TH	1.00	88	1,600	0.055	
	LT	1.00	59	1,600	0.037 *	LOS: A
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.111
	TH	1.00	204	1,600	0.135 *	N-S(2): 0.145 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.027
Westbound	RT	0.00	62	0	0.000	E-W(2): 0.072 *
	TH	1.00	9	1,600	0.066 *	
	LT	0.00	34	1,600	0.021	V/C: 0.217
Northbound	RT	0.00	29	0	0.000	Lost Time: 0.100
	TH	1.00	64	1,600	0.058	ITS: 0.000
	LT	1.00	16	1,600	0.010 *	
Eastbound	RT	1.00	13	1,600	0.003	ICU: 0.317
	TH	1.00	10	1,600	0.006	
	LT	1.00	10	1,600	0.006 *	LOS: A

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 13) CHARLEVILLE BOULEVARD &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.035 *
	TH	1.00	0	1,600	0.000 *	N-S(2): 0.035 *
	LT	0.00	0	0	0.000 *	E-W(1): 0.413 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.266
	TH	2.00	848	3,200	0.265	
	LT	1.00	253	1,600	0.158 *	V/C: 0.448
Northbound	RT	1.00	108	1,600	0.000	Lost Time: 0.100
	TH	1.00	0	1,600	0.035 *	ITS: 0.000
	LT	0.00	56	1,600	0.035 *	
Eastbound	RT	0.00	47	0	0.000	ICU: 0.548
	TH	2.00	767	3,200	0.255 *	
	LT	0.00	1	1,600	0.001	LOS: A
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.045
	TH	1.00	2	1,600	0.008 *	N-S(2): 0.052 *
	LT	0.00	2	1,600	0.001	E-W(1): 0.395 *
Westbound	RT	0.00	8	0	0.000	E-W(2): 0.189
	TH	2.00	593	3,200	0.188	
	LT	1.00	60	1,600	0.038 *	V/C: 0.447
Northbound	RT	1.00	62	1,600	0.020	Lost Time: 0.100
	TH	1.00	0	1,600	0.044	ITS: 0.000
	LT	0.00	70	1,600	0.044 *	
Eastbound	RT	0.00	95	0	0.000	ICU: 0.547
	TH	2.00	1,044	3,200	0.357 *	
	LT	0.00	2	1,600	0.001	LOS: A

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 13) CHARLEVILLE BOULEVARD &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.037 *
	TH	1.00	0	1,600	0.000 *	N-S(2): 0.037 *
	LT	0.00	0	0	0.000 *	E-W(1): 0.419 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.267
	TH	2.00	852	3,200	0.266	
	LT	1.00	253	1,600	0.158 *	V/C: 0.456
Northbound	RT	1.00	110	1,600	0.000	Lost Time: 0.100
	TH	1.00	0	1,600	0.037 *	ITS: 0.000
	LT	0.00	59	1,600	0.037 *	
Eastbound	RT	0.00	49	0	0.000	ICU: 0.556
	TH	2.00	784	3,200	0.261 *	
	LT	0.00	1	1,600	0.001	LOS: A
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.046
	TH	1.00	2	1,600	0.008 *	N-S(2): 0.053 *
	LT	0.00	2	1,600	0.001	E-W(1): 0.398 *
Westbound	RT	0.00	8	0	0.000	E-W(2): 0.194
	TH	2.00	609	3,200	0.193	
	LT	1.00	60	1,600	0.038 *	V/C: 0.451
Northbound	RT	1.00	63	1,600	0.021	Lost Time: 0.100
	TH	1.00	0	1,600	0.045	ITS: 0.000
	LT	0.00	72	1,600	0.045 *	
Eastbound	RT	0.00	96	0	0.000	ICU: 0.551
	TH	2.00	1,053	3,200	0.360 *	
	LT	0.00	2	1,600	0.001	LOS: A

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 14) WILSHIRE BOULEVARD AND N SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	SBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.12	504	1,792	0.281	N-S(1): 0.196
	TH	2.88	1,296	4,608	0.281 *	N-S(2): 0.281 *
	LT	0.00	0	0	0.000	E-W(1): 0.375
Westbound	RT	0.00	11	0	0.000	E-W(2): 0.665 *
	TH	3.00	1,550	4,800	0.325 *	
	LT	1.00	152	1,600	0.095	V/C: 0.946
Northbound	RT	1.00	39	1,600	0.024	Lost Time: 0.100
	TH	2.00	627	3,200	0.196	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 1.046
	TH	3.00	1,318	4,800	0.280	
	LT	1.00	544	1,600	0.340 *	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.39	491	2,230	0.220	N-S(1): 0.240 *
	TH	2.61	918	4,170	0.220	N-S(2): 0.220
	LT	0.00	0	0	0.000 *	E-W(1): 0.376
Westbound	RT	0.00	15	0	0.000	E-W(2): 0.640 *
	TH	3.00	1,407	4,800	0.296 *	
	LT	1.00	161	1,600	0.101	V/C: 0.880
Northbound	RT	1.00	75	1,600	0.047	Lost Time: 0.100
	TH	2.00	768	3,200	0.240 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.980
	TH	2.93	1,261	4,687	0.275	
	LT	1.07	472	1,371	0.344 *	LOS: E

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 14) WILSHIRE BOULEVARD AND N SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	SBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.12	504	1,792	0.281	N-S(1): 0.196
	TH	2.88	1,296	4,608	0.281 *	N-S(2): 0.281 *
	LT	0.00	0	0	0.000	E-W(1): 0.376
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.666 *
	TH	3.00	1,550	4,800	0.326 *	
	LT	1.00	153	1,600	0.096	V/C: 0.947
Northbound	RT	1.00	39	1,600	0.024	Lost Time: 0.100
	TH	2.00	627	3,200	0.196	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 1.047
	TH	3.00	1,318	4,800	0.280	
	LT	1.00	544	1,600	0.340 *	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.39	491	2,230	0.220	N-S(1): 0.240 *
	TH	2.61	918	4,170	0.220	N-S(2): 0.220
	LT	0.00	0	0	0.000 *	E-W(1): 0.377
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.641 *
	TH	3.00	1,407	4,800	0.297 *	
	LT	1.00	163	1,600	0.102	V/C: 0.881
Northbound	RT	1.00	75	1,600	0.047	Lost Time: 0.100
	TH	2.00	768	3,200	0.240 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.981
	TH	2.93	1,261	4,687	0.275	
	LT	1.07	472	1,371	0.344 *	LOS: E

\* - Denotes critical movement



<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b>						
<b>Intersection: 15) WILSHIRE BOULEVARD AND S SANTA MONICA BOULEVARD</b>						
<b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	279	0	0.000	N-S(1): 0.200
	TH	2.00	811	3,200	0.341 *	N-S(2): 0.389 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.421 *
Westbound	RT	0.00	27	0	0.000	E-W(2): 0.403
	TH	3.00	1,364	4,800	0.290	
	LT	1.00	219	1,600	0.137 *	V/C: 0.810
Northbound	RT	1.00	332	1,600	0.139	Lost Time: 0.100
	TH	2.00	593	3,200	0.185	ITS: 0.000
	LT	1.00	77	1,600	0.048 *	
Eastbound	RT	0.00	114	0	0.000	ICU: 0.910
	TH	3.00	1,070	4,800	0.284 *	
	LT	0.00	181	1,600	0.113	LOS: E
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	272	0	0.000	N-S(1): 0.278 *
	TH	2.00	436	3,200	0.221	N-S(2): 0.258
	LT	1.00	29	1,600	0.018 *	E-W(1): 0.418 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.401
	TH	3.00	1,260	4,800	0.273	
	LT	1.00	229	1,600	0.143 *	V/C: 0.696
Northbound	RT	1.00	230	1,600	0.072	Lost Time: 0.100
	TH	2.00	831	3,200	0.260 *	ITS: 0.000
	LT	1.00	59	1,600	0.037	
Eastbound	RT	0.00	37	0	0.000	ICU: 0.796
	TH	3.00	1,077	4,800	0.275 *	
	LT	0.00	204	1,600	0.128	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 15) WILSHIRE BOULEVARD AND S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	279	0	0.000	N-S(1): 0.202
	TH	2.00	814	3,200	0.342 *	N-S(2): 0.393 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.422 *
Westbound	RT	0.00	27	0	0.000	E-W(2): 0.403
	TH	3.00	1,365	4,800	0.290	
	LT	1.00	221	1,600	0.138 *	V/C: 0.815
Northbound	RT	1.00	339	1,600	0.143	Lost Time: 0.100
	TH	2.00	599	3,200	0.187	ITS: 0.000
	LT	1.00	82	1,600	0.051 *	
Eastbound	RT	0.00	114	0	0.000	ICU: 0.915
	TH	3.00	1,070	4,800	0.284 *	
	LT	0.00	181	1,600	0.113	LOS: E
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	272	0	0.000	N-S(1): 0.279 *
	TH	2.00	446	3,200	0.224	N-S(2): 0.263
	LT	1.00	29	1,600	0.018 *	E-W(1): 0.422 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.402
	TH	3.00	1,262	4,800	0.274	
	LT	1.00	235	1,600	0.147 *	V/C: 0.701
Northbound	RT	1.00	234	1,600	0.073	Lost Time: 0.100
	TH	2.00	834	3,200	0.261 *	ITS: 0.000
	LT	1.00	62	1,600	0.039	
Eastbound	RT	0.00	37	0	0.000	ICU: 0.801
	TH	3.00	1,077	4,800	0.275 *	
	LT	0.00	204	1,600	0.128	LOS: D

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 16) ROXBURY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.00	0	0	0.000	N-S(2): 0.019
	LT	0.00	0	0	0.000 *	E-W(1): 0.192
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.470 *
	TH	2.00	1,168	3,200	0.389 *	
	LT	0.00	0	0	0.000	V/C: 0.546
Northbound	RT	1.00	121	1,600	0.076 *	Lost Time: 0.100
	TH	2.00	100	3,200	0.031	ITS: 0.000
	LT	1.00	31	1,600	0.019	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.646
	TH	2.00	613	3,200	0.192	
	LT	1.00	129	1,600	0.081 *	LOS: B
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	0.00	0	0	0.000	N-S(2): 0.059
	LT	0.00	0	0	0.000 *	E-W(1): 0.298
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.377 *
	TH	2.00	698	3,200	0.247 *	
	LT	0.00	0	0	0.000	V/C: 0.501
Northbound	RT	1.00	198	1,600	0.124 *	Lost Time: 0.100
	TH	2.00	312	3,200	0.098	ITS: 0.000
	LT	1.00	94	1,600	0.059	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.601
	TH	2.00	955	3,200	0.298	
	LT	1.00	208	1,600	0.130 *	LOS: B

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 16) ROXBURY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.076 *
	TH	0.00	0	0	0.000	N-S(2): 0.019
	LT	0.00	0	0	0.000 *	E-W(1): 0.193
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.471 *
	TH	2.00	1,171	3,200	0.390 *	
	LT	0.00	0	0	0.000	V/C: 0.547
Northbound	RT	1.00	121	1,600	0.076 *	Lost Time: 0.100
	TH	2.00	100	3,200	0.031	ITS: 0.000
	LT	1.00	31	1,600	0.019	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.647
	TH	2.00	619	3,200	0.193	
	LT	1.00	129	1,600	0.081 *	LOS: B
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.124 *
	TH	0.00	0	0	0.000	N-S(2): 0.059
	LT	0.00	0	0	0.000 *	E-W(1): 0.299
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.380 *
	TH	2.00	708	3,200	0.250 *	
	LT	0.00	0	0	0.000	V/C: 0.504
Northbound	RT	1.00	198	1,600	0.124 *	Lost Time: 0.100
	TH	2.00	312	3,200	0.098	ITS: 0.000
	LT	1.00	94	1,600	0.059	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.604
	TH	2.00	958	3,200	0.299	
	LT	1.00	208	1,600	0.130 *	LOS: B

\* - Denotes critical movement

<b>Project Title:</b>	<b>10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b>		
<b>Intersection:</b>	<b>17) BEDFORD DRIVE &amp; S SANTA MONICA BOULEVARD</b>		
<b>Description:</b>	<b>EXISTING CONDITIONS</b>		
<b>Date/Time:</b>	<b>AM PEAK HOUR (7:30-8:30)</b>		
Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	131	1,600	0.082	N-S(1): 0.045
	TH	2.00	397	3,200	0.124 *	N-S(2): 0.124 *
	LT	1.00	72	1,600	0.045	E-W(1): 0.342
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.394 *
	TH	2.00	1,093	3,200	0.394 *	V/C: 0.518
	LT	0.00	167	1,600	0.104	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	217	0	0.000	ICU: 0.618
	TH	2.00	544	3,200	0.238	
	LT	0.00	0	0	0.000 *	LOS: B

<b>Date/Time:</b>	<b>PM PEAK HOUR (5:00-6:00)</b>		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	78	1,600	0.049	N-S(1): 0.048
	TH	2.00	178	3,200	0.056 *	N-S(2): 0.056 *
	LT	1.00	76	1,600	0.048	E-W(1): 0.453 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.252
	TH	2.00	668	3,200	0.252	V/C: 0.509
	LT	0.00	138	1,600	0.086 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	206	0	0.000	ICU: 0.609
	TH	2.00	969	3,200	0.367 *	
	LT	0.00	0	0	0.000	LOS: B

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 17) BEDFORD DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	132	1,600	0.083	N-S(1): 0.045
	TH	2.00	397	3,200	0.124 *	N-S(2): 0.124 *
	LT	1.00	72	1,600	0.045	E-W(1): 0.344
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.394 *
	TH	2.00	1,094	3,200	0.394 *	
	LT	0.00	167	1,600	0.104	V/C: 0.518
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	217	0	0.000	ICU: 0.618
	TH	2.00	550	3,200	0.240	
	LT	0.00	0	0	0.000 *	LOS: B
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	83	1,600	0.052	N-S(1): 0.048
	TH	2.00	178	3,200	0.056 *	N-S(2): 0.056 *
	LT	1.00	76	1,600	0.048	E-W(1): 0.454 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.253
	TH	2.00	673	3,200	0.253	
	LT	0.00	138	1,600	0.086 *	V/C: 0.510
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	206	0	0.000	ICU: 0.610
	TH	2.00	972	3,200	0.368 *	
	LT	0.00	0	0	0.000	LOS: B

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 18) ROXBURY DRIVE/BRIGHTON DRIVE & WILSHIRE BOULEVARD  
**Description:** EXISTING CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	168	1,600	0.105 *	N-S(1): 0.059
	TH	2.00	121	3,200	0.038	N-S(2): 0.105 *
	LT	0.00	0	0	0.000	E-W(1): 0.333
Westbound	RT	0.00	173	0	0.000	E-W(2): 0.427 *
	TH	3.00	1,297	4,800	0.306 *	
	LT	1.00	57	1,600	0.036	V/C: 0.532
Northbound	RT	1.00	95	1,600	0.059	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	36	0	0.000	ICU: 0.632
	TH	3.00	1,390	4,800	0.297	
	LT	1.00	194	1,600	0.121 *	LOS: B

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.106 *	N-S(1): 0.078
	TH	2.00	266	3,200	0.083	N-S(2): 0.106 *
	LT	0.00	0	0	0.000	E-W(1): 0.366 *
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.356
	TH	3.00	1,271	4,800	0.283	
	LT	1.00	65	1,600	0.041 *	V/C: 0.472
Northbound	RT	1.00	125	1,600	0.078	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.572
	TH	3.00	1,487	4,800	0.325 *	
	LT	1.00	117	1,600	0.073	LOS: A

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 18) ROXBURY DRIVE/BRIGHTON DRIVE &amp; WILSHIRE BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	168	1,600	0.105 *	N-S(1): 0.059
	TH	2.00	121	3,200	0.038	N-S(2): 0.105 *
	LT	0.00	0	0	0.000	E-W(1): 0.335
Westbound	RT	0.00	173	0	0.000	E-W(2): 0.428 *
	TH	3.00	1,299	4,800	0.307 *	
	LT	1.00	57	1,600	0.036	V/C: 0.533
Northbound	RT	1.00	95	1,600	0.059	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	36	0	0.000	ICU: 0.633
	TH	3.00	1,399	4,800	0.299	
	LT	1.00	194	1,600	0.121 *	LOS: B
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.106 *	N-S(1): 0.078
	TH	2.00	266	3,200	0.083	N-S(2): 0.106 *
	LT	0.00	0	0	0.000	E-W(1): 0.367 *
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.357
	TH	3.00	1,279	4,800	0.284	
	LT	1.00	65	1,600	0.041 *	V/C: 0.473
Northbound	RT	1.00	125	1,600	0.078	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.573
	TH	3.00	1,492	4,800	0.326 *	
	LT	1.00	117	1,600	0.073	LOS: A

\* - Denotes critical movement



# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Moreno Dr</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>		
<b>19</b>	East-West Street:	<b>S. Santa Monica Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>		
No. of Phases						3								3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?						0								0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?						2								2		
Override Capacity						0								0		
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	173	2	87	2	175	2	87	0	175	2	87	1	176	2	88
	Through-Right		0	0			0	0			0	0			0	0
	Right	316	1	303	3	319	1	306	0	319	1	306		319	1	306
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	293	1	293	3	296	1	296	0	296	1	296	2	298	1	298
	Left-Through		0	0			0	0			0	0			0	0
	Through	103	3	34	1	104	3	35	0	104	3	35	2	106	3	35
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	48	2	26	0	48	2	27	0	48	2	27		48	2	27
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	89	2	0	1	90	2	0	0	90	2	0		90	2	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		<i>North-South:</i> 596		<i>North-South:</i> 602		<i>North-South:</i> 602		<i>North-South:</i> 602		<i>North-South:</i> 604		<i>North-South:</i> 604		<i>North-South:</i> 604		
		<i>East-West:</i> 26		<i>East-West:</i> 27		<i>East-West:</i> 27		<i>East-West:</i> 27		<i>East-West:</i> 27		<i>East-West:</i> 27		<i>East-West:</i> 27		
		SUM: 622		SUM: 628		SUM: 628		SUM: 628		SUM: 628		SUM: 630		SUM: 630		
VOLUME/CAPACITY (V/C) RATIO:		0.437		0.441		0.441		0.441		0.441		0.442		0.442		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.337		0.341		0.341		0.341		0.341		0.342		0.342		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>19</b>	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	195	2	98	2	197	2	98	0	197	2	98	3	200	2	100
	Through-Right		0	0			0	0			0	0			0	0
	Right	101	1	0	1	102	1	0	0	102	1	0		102	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	88	1	88	1	89	1	89	0	89	1	89	1	90	1	90
	Left-Through		0	0			0	0			0	0			0	0
	Through	181	3	60	2	183	3	61	0	183	3	61	1	184	3	61
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	495	2	272	5	500	2	275	0	500	2	275		500	2	275
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	326	2	135	3	329	2	137	0	329	2	137	1	330	2	137
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 186		North-South: 187		North-South: 187		North-South: 187		North-South: 190						
		East-West: 272		East-West: 275		East-West: 275		East-West: 275		East-West: 275						
		SUM: 458		SUM: 462		SUM: 462		SUM: 462		SUM: 465						
VOLUME/CAPACITY (V/C) RATIO:		0.321		0.324		0.324		0.324		0.326						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.221		0.224		0.224		0.224		0.226						
LEVEL OF SERVICE (LOS):		A		A		A		A		A						

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>20</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	242	2	133	2	244	2	134	0	244	2	134		244	2	134
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	898	3	299	9	907	3	302	0	907	3	302	2	909	3	303
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	554	1	538	6	560	1	543	0	560	1	543		560	1	543
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	294	2	162	3	297	2	163	0	297	2	163		297	2	163
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	459	2	218	5	464	2	220	0	464	2	220	5	469	2	222
	Through-Right		1	218		1	220		1	220		1	222		1	222
	Right	194	0	194	2	196	0	196	0	196	0	196		196	0	196
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	94	1	94	1	95	1	95	0	95	1	95		95	1	95
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	312	2	156	3	315	2	158	0	315	2	158		315	2	158
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	58	1	0	1	59	1	0	0	59	1	0		59	1	0
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	32	1	32	0	32	1	32	0	32	1	32		32	1	32
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	109	2	55	1	110	2	55	0	110	2	55		110	2	55
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	116	1	35	1	117	1	36	0	117	1	36		117	1	36
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 700		North-South: 707		North-South: 707		North-South: 707		North-South: 707		North-South: 707				
		East-West: 188		East-West: 190		East-West: 190		East-West: 190		East-West: 190		East-West: 190				
		SUM: 888		SUM: 897		SUM: 897		SUM: 897		SUM: 897		SUM: 897				
VOLUME/CAPACITY (V/C) RATIO:		0.646		0.652		0.652		0.652		0.652		0.652				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.546		0.552		0.552		0.552		0.552		0.552				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.000**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
<b>20</b>	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
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---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	231	2	127	2	233	2	128	0	233	2	128		233	2	128
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	612	3	204	6	618	3	206	0	618	3	206	9	627	3	209
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	128	1	23	1	129	1	23	0	129	1	23		129	1	23
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	156	2	86	2	158	2	87	0	158	2	87		158	2	87
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	735	2	325	7	742	2	329	0	742	2	329	2	744	2	329
	Through-Right		1	325		329	1	329		329	1	329		329	1	329
	Right	241	0	241	2	243	0	243	0	243	0	243		243	0	243
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	100	1	100	1	101	1	101	0	101	1	101		101	1	101
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	159	2	80	2	161	2	80	0	161	2	80		161	2	80
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	269	1	142	3	272	1	143	0	272	1	143		272	1	143
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	211	1	211	2	213	1	213	0	213	1	213		213	1	213
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	362	2	181	4	366	2	183	0	366	2	183		366	2	183
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	232	1	189	2	234	1	191	0	234	1	191		234	1	191
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 452		North-South: 457		North-South: 457		North-South: 457		North-South: 458		North-South: 458				
		East-West: 353		East-West: 356		East-West: 356		East-West: 356		East-West: 356		East-West: 356				
		SUM: 805		SUM: 813		SUM: 813		SUM: 813		SUM: 813		SUM: 814				
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.592		0.592		0.592		0.592		0.592				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.492		0.492		0.492		0.492		0.492				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.000**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>21</b>	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	195	1	195	2	197	1	197	0	197	1	197		197	1	197
	Left-Through		0	0			0	0			0	0			0	0
	Through	833	2	280	8	841	2	282	0	841	2	282	5	846	2	284
	Through-Right		1	280			1	282			1	282			1	284
	Right	6	0	6	0	6	0	6	0	6	0	6		6	0	6
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	11	1	11	0	11	1	11	0	11	1	11		11	1	11
	Left-Through		0	0			0	0			0	0			0	0
	Through	383	2	192	4	387	2	193	0	387	2	193	5	392	2	196
	Through-Right		0	0			0	0			0	0			0	0
	Right	252	1	172	3	255	1	173	0	255	1	173		255	1	173
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	146	1	80	1	147	1	81	0	147	1	81		147	1	81
	Left-Through		1	72			1	72			1	72			1	72
	Through	6	0	0	0	6	0	0	0	6	0	0		6	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	162	2	0	2	164	2	0	0	164	2	0		164	2	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	23	0	0	0	23	0	0	0	23	0	0		23	0	0
	Through-Right		1	36			1	36			1	36			1	36
	Right	13	0	13	0	13	0	13	0	13	0	13		13	0	13
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 387		North-South: 390		North-South: 390		North-South: 393		North-South: 393						
		East-West: 116		East-West: 117		East-West: 117		East-West: 117		East-West: 117						
		SUM: 503		SUM: 508		SUM: 508		SUM: 510		SUM: 510						
VOLUME/CAPACITY (V/C) RATIO:		0.366		0.369		0.369		0.371								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.266		0.269		0.269		0.271								
LEVEL OF SERVICE (LOS):		A		A		A		A								

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted By		<b>TF</b>				
<b>21</b>	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour		<b>PM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	94	1	94	1	95	1	95	0	95	1	95		95	1	95
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	310	2	106	3	313	2	107	0	313	2	107	17	330	2	113
	Through-Right		1	106		1	107		1	107		1		1	1	113
	Right	9	0	9	0	9	0	9	0	9	0	9		9	0	9
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0		0		0	0	0	
SOUTHBOUND	Left	9	1	9	0	9	1	9	0	9	1	9		9	1	9
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	945	2	473	9	954	2	477	0	954	2	477	3	957	2	479
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	224	1	18	2	226	1	18	0	226	1	18		226	1	17
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0		0		0	0	0	
EASTBOUND	Left	375	1	206	4	379	1	208	0	379	1	208	1	380	1	209
	Left-Through		1	180		1	182		1	182		1		1	1	182
	Through	11	0	0	0	11	0	0	0	11	0	0		11	0	0
	Through-Right		0	0		0	0		0	0	0	0		0	0	0
	Right	426	2	140	4	430	2	142	0	430	2	142		430	2	142
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0		0		0	0	0	
WESTBOUND	Left	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
	Through	9	0	0	0	9	0	0	0	9	0	0		9	0	0
	Through-Right		1	26		1	26		1	26		1		1	1	26
	Right	17	0	17	0	17	0	17	0	17	0	17		17	0	17
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0		0		0	0	0	
CRITICAL VOLUMES		North-South: 567		North-South: 572		North-South: 572		North-South: 572		North-South: 574		North-South: 574				
		East-West: 232		East-West: 235		East-West: 235		East-West: 235		East-West: 235		East-West: 235				
		SUM: 799		SUM: 807		SUM: 807		SUM: 807		SUM: 807		SUM: 809				
VOLUME/CAPACITY (V/C) RATIO:		0.581		0.587		0.587		0.587		0.588		0.588				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.481		0.487		0.487		0.487		0.488		0.488				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Overland Ave</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>		
<b>22</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>		
No. of Phases		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		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	98	1	98	1	99	1	99	0	99	1	99		99	1	99
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	212	0	0	2	214	0	0	0	214	0	0		214	0	0
	Through-Right		1	411		1	415		1	415		1		415	1	415
	Right	199	0	199	2	201	0	201	0	201	0	201		201	0	201
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	42	1	42	0	42	1	42	0	42	1	42		42	1	42
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	241	0	0	2	243	0	0	0	243	0	0	2	245	0	0
	Through-Right		1	267		1	270		1	270		1		272	1	272
	Right	26	0	26	0	26	0	26	0	26	0	26		26	0	26
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	19	1	19	0	19	1	19	0	19	1	19		19	1	19
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2347	2	797	23	2370	2	805	0	2370	2	805	1	2371	2	805
	Through-Right		1	797		1	805		1	805		1		805	1	805
	Right	44	0	44	0	44	0	44	0	44	0	44		44	0	44
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	144	1	144	1	145	1	145	0	145	1	145	1	146	1	146
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1872	3	471	19	1891	3	475	0	1891	3	475	6	1897	3	477
	Through-Right		1	471		1	475		1	475		1		477	1	477
	Right	11	0	11	0	11	0	11	0	11	0	11		11	0	11
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 453		North-South: 458		North-South: 458		North-South: 458		North-South: 458		North-South: 458		North-South: 458		
		East-West: 941		East-West: 950		East-West: 950		East-West: 950		East-West: 950		East-West: 952		East-West: 952		
		SUM: 1394		SUM: 1408		SUM: 1408		SUM: 1408		SUM: 1408		SUM: 1409		SUM: 1409		
VOLUME/CAPACITY (V/C) RATIO:		0.978		0.988		0.988		0.988		0.988		0.989		0.989		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.878		0.888		0.888		0.888		0.888		0.889		0.889		
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Overland Ave</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>			
<b>22</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>PM</b>		Peak Hour:		<b>PM</b>			
No. of Phases		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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0		
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	114	1	114	1	115	1	115	0	115	1	115		115	1	115	
	Left-Through		0	0		0	0		0	0	0	0		0	0	0	
	Through	386	0	0	4	390	0	0	0	390	0	0	1	391	0	0	
	Through-Right		1	514		1	519		1	519		1		1	521		521
	Right	128	0	128	1	129	0	129	0	129	0	129	1	130	0	130	
	Left-Through-Right		0	0		0	0		0	0		0		0	0		0
	Left-Right		0	0		0	0		0	0		0		0	0		0
SOUTHBOUND	Left	54	1	54	1	55	1	55	0	55	1	55		55	1	55	
	Left-Through		0	0		0	0		0	0	0	0		0	0	0	
	Through	318	0	0	3	321	0	0	0	321	0	0	1	322	0	0	
	Through-Right		1	345		1	348		1	348		1		1	349		349
	Right	27	0	27	0	27	0	27	0	27	0	27		27	0	27	
	Left-Through-Right		0	0		0	0		0	0		0		0	0		0
	Left-Right		0	0		0	0		0	0		0		0	0		0
EASTBOUND	Left	144	1	144	1	145	1	145	0	145	1	145		145	1	145	
	Left-Through		0	0		0	0		0	0	0	0		0	0	0	
	Through	1860	2	643	19	1879	2	649	0	1879	2	649	5	1884	2	651	
	Through-Right		1	643		1	649		1	649		1		1	651		651
	Right	68	0	68	1	69	0	69	0	69	0	69		69	0	69	
	Left-Through-Right		0	0		0	0		0	0		0		0	0		0
	Left-Right		0	0		0	0		0	0		0		0	0		0
WESTBOUND	Left	228	1	228	2	230	1	230	0	230	1	230		230	1	230	
	Left-Through		0	0		0	0		0	0	0	0		0	0	0	
	Through	2579	3	651	26	2605	3	657	0	2605	3	657	3	2608	3	658	
	Through-Right		1	651		1	657		1	657		1		1	658		658
	Right	24	0	24	0	24	0	24	0	24	0	24		24	0	24	
	Left-Through-Right		0	0		0	0		0	0		0		0	0		0
	Left-Right		0	0		0	0		0	0		0		0	0		0
CRITICAL VOLUMES		North-South: 568		North-South: 574		North-South: 574		North-South: 574		North-South: 576		North-South: 576		North-South: 576			
		East-West: 871		East-West: 879		East-West: 879		East-West: 879		East-West: 881		East-West: 881		East-West: 881			
		SUM: 1439		SUM: 1453		SUM: 1453		SUM: 1453		SUM: 1457		SUM: 1457		SUM: 1457			
VOLUME/CAPACITY (V/C) RATIO:		1.010		1.020		1.020		1.020		1.022		1.022		1.022			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.910		0.920		0.920		0.920		0.922		0.922		0.922			
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E		E			

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**



# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Prosser Ave</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>23</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		2		2		2		2		2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, 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					
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0					
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	58	0	58	1	59	0	59	0	59	0	59	0	59	0	59
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	31	0	0	0	31	0	0	0	31	0	0	0	31	0	0
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		1	132		1	133		133		1	133		133	1	133
	Left-Right		0	0		0	0		0	0	0		0	0	0	
SOUTHBOUND	Left	90	0	90	1	91	0	91	0	91	0	91	0	91	0	91
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	44	0	0	0	44	0	0	0	44	0	0	0	44	0	0
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	34	0	34	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		1	168		1	170		170		1	170		170	1	170
	Left-Right		0	0		0	0		0	0	0		0	0	0	
EASTBOUND	Left	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2532	2	857	25	2557	2	865	0	2557	2	865	2	2559	2	866
	Through-Right		1	857		1	865		1	865		1	865	1	866	
	Right	38	0	38	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through-Right		0	0		0	0		0	0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0	
WESTBOUND	Left	11	1	11	0	11	1	11	0	11	1	11	1	12	1	12
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2010	3	509	20	2030	3	514	0	2030	3	514	7	2037	3	516
	Through-Right		1	509		1	514		1	514		1	514	1	516	
	Right	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0	0		0	0		0	0	0	0		0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0	
CRITICAL VOLUMES		North-South: 226		North-South: 228		North-South: 228		North-South: 228		North-South: 228		North-South: 228				
		East-West: 868		East-West: 876		East-West: 876		East-West: 876		East-West: 876		East-West: 878				
		SUM: 1094		SUM: 1105		SUM: 1105		SUM: 1105		SUM: 1105		SUM: 1106				
VOLUME/CAPACITY (V/C) RATIO:		0.729		0.736		0.736		0.736		0.736		0.738				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.629		0.636		0.636		0.636		0.636		0.638				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>23</b>	North-South Street:	<b>Prosser Ave</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		2		2		2		2		2						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, 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					
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0					
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	39	0	39	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0	0		0		0		0		0		0		0
	Through	50	0	0	1	51	0	0	0	51	0	0		51	0	0
	Through-Right		0	0		0		0		0		0		0		0
	Right	26	0	26	0	26	0	26	0	26	0	26	1	27	0	27
	Left-Through-Right		1	115		1	116		1	116		1	116		1	117
	Left-Right		0	0		0		0		0		0		0		0
SOUTHBOUND	Left	47	0	47	0	47	0	47	0	47	0	47		47	0	47
	Left-Through		0	0		0		0		0		0		0		0
	Through	64	0	0	1	65	0	0	0	65	0	0		65	0	0
	Through-Right		0	0		0		0		0		0		0		0
	Right	28	0	28	0	28	0	28	0	28	0	28		28	0	28
	Left-Through-Right		1	139		1	140		1	140		1	140		1	140
	Left-Right		0	0		0		0		0		0		0		0
EASTBOUND	Left	38	1	38	0	38	1	38	0	38	1	38		38	1	38
	Left-Through		0	0		0		0		0		0		0		0
	Through	1971	2	672	20	1991	2	679	0	1991	2	679	6	1997	2	681
	Through-Right		1	672		679	1	679		679	1	679		679	1	681
	Right	46	0	46	0	46	0	46	0	46	0	46		46	0	46
	Left-Through-Right		0	0		0		0		0		0		0		0
	Left-Right		0	0		0		0		0		0		0		0
WESTBOUND	Left	34	1	34	0	34	1	34	0	34	1	34		34	1	34
	Left-Through		0	0		0		0		0		0		0		0
	Through	2905	3	736	29	2934	3	743	0	2934	3	743	4	2938	3	744
	Through-Right		1	736		743	1	743		743	1	743		743	1	744
	Right	38	0	38	0	38	0	38	0	38	0	38		38	0	38
	Left-Through-Right		0	0		0		0		0		0		0		0
	Left-Right		0	0		0		0		0		0		0		0
CRITICAL VOLUMES		North-South: 178		North-South: 180		North-South: 180		North-South: 180		North-South: 180		North-South: 180				
		East-West: 774		East-West: 781		East-West: 781		East-West: 781		East-West: 781		East-West: 782				
		SUM: 952		SUM: 961		SUM: 961		SUM: 961		SUM: 961		SUM: 962				
VOLUME/CAPACITY (V/C) RATIO:		0.635		0.641		0.641		0.641		0.641		0.642				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.535		0.541		0.541		0.541		0.541		0.542				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Beverly Glen Blvd</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>		
<b>24</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>		
No. of Phases		4		4		4		4		4		4		4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	3	SB---	3	NB---	3	SB---	3	NB---	3	SB---	3	NB---	3	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	145	1	145	1	146	1	146	0	146	1	146		146	1	146
	Left-Through		0	0		0	0		0	0	0	0		0	0	0
	Through	556	2	278	6	562	2	281	0	562	2	281		562	2	281
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	178	1	138	2	180	1	139	0	180	1	139		180	1	137
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	276	1	276	3	279	1	279	0	279	1	279		279	1	279
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	467	2	234	5	472	2	236	0	472	2	236	1	473	2	236
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	212	1	70	2	214	1	71	0	214	1	71		214	1	71
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	142	1	142	1	143	1	143	0	143	1	143		143	1	143
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2430	2	841	24	2454	2	850	0	2454	2	850	2	2456	2	850
	Through-Right		1	841		850	1	850		850	1	850		850	1	850
	Right	94	0	94	1	95	0	95	0	95	0	95		95	0	95
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	40	1	40	0	40	1	40	0	40	1	40	2	42	1	42
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1630	3	433	16	1646	3	437	0	1646	3	437	8	1654	3	439
	Through-Right		1	433		437	1	437		437	1	437		437	1	439
	Right	100	0	100	1	101	0	101	0	101	0	101		101	0	101
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 554		<i>North-South:</i> 560		<i>North-South:</i> 560		<i>North-South:</i> 560		<i>North-South:</i> 560		<i>North-South:</i> 560		<i>North-South:</i> 560		
		<i>East-West:</i> 881		<i>East-West:</i> 890		<i>East-West:</i> 890		<i>East-West:</i> 890		<i>East-West:</i> 890		<i>East-West:</i> 893		<i>East-West:</i> 893		
		<i>SUM:</i> 1435		<i>SUM:</i> 1450		<i>SUM:</i> 1450		<i>SUM:</i> 1450		<i>SUM:</i> 1450		<i>SUM:</i> 1452		<i>SUM:</i> 1452		
VOLUME/CAPACITY (V/C) RATIO:		1.044		1.054		1.054		1.054		1.054		1.056		1.056		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.944		0.954		0.954		0.954		0.954		0.956		0.956		
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E		E		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Beverly Glen Blvd</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>24</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	3	SB---	3	NB---	3	SB---	3	NB---	3	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.		2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	141	1	141	1	142	1	142	0	142	1	142		142	1	142
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	474	2	237	5	479	2	239	0	479	2	239	1	480	2	240
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	66	1	0	1	67	1	0	0	67	1	0	1	68	1	0
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	246	1	246	2	248	1	248	0	248	1	248		248	1	248
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	747	2	374	7	754	2	377	0	754	2	377		754	2	377
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	261	1	72	3	264	1	73	0	264	1	73		264	1	73
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	189	1	189	2	191	1	191	0	191	1	191		191	1	191
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1784	2	622	18	1802	2	628	0	1802	2	628	7	1809	2	630
	Through-Right		1	622		628	1	628		628	1	628		628	1	630
	Right	81	0	81	1	82	0	82	0	82	0	82		82	0	82
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	102	1	102	1	103	1	103	0	103	1	103	1	104	1	104
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2757	3	711	28	2785	3	718	0	2785	3	718	4	2789	3	719
	Through-Right		1	711		718	1	718		718	1	718		718	1	719
	Right	85	0	85	1	86	0	86	0	86	0	86		86	0	86
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 515		<i>North-South:</i> 520		<i>North-South:</i> 520		<i>North-South:</i> 520		<i>North-South:</i> 520		<i>North-South:</i> 520				
		<i>East-West:</i> 900		<i>East-West:</i> 908		<i>East-West:</i> 908		<i>East-West:</i> 908		<i>East-West:</i> 908		<i>East-West:</i> 909				
		<i>SUM:</i> 1414		<i>SUM:</i> 1428		<i>SUM:</i> 1428		<i>SUM:</i> 1428		<i>SUM:</i> 1428		<i>SUM:</i> 1429				
VOLUME/CAPACITY (V/C) RATIO:		1.028		1.039		1.039		1.039		1.039		1.039				
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.928</b>		<b>0.939</b>		<b>0.939</b>		<b>0.939</b>		<b>0.939</b>		<b>0.939</b>				
LEVEL OF SERVICE (LOS):		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>		<b>E</b>				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.000**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>25</b>	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3		3				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	28	2	15	0	28	2	16	0	28	2	16	0	28	2	16
	Left-Through		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
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	92	2	0	1	93	2	0	0	93	2	0	2	95	2	0
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	606	2	333	6	612	2	337	0	612	2	337	1	613	2	337
	Left-Through		0	0		0	0		0	0		0		0	0	0
	Through	2254	3	751	23	2277	3	759	0	2277	3	759	1	2278	3	759
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	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
	Through	1741	3	580	17	1758	3	586	0	1758	3	586	8	1766	3	589
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	94	1	86	1	95	1	87	0	95	1	87	0	95	1	87
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 15		North-South: 16		North-South: 16		North-South: 16		North-South: 16		North-South: 16				
		East-West: 914		East-West: 923		East-West: 923		East-West: 923		East-West: 923		East-West: 926				
		SUM: 929		SUM: 938		SUM: 938		SUM: 938		SUM: 938		SUM: 942				
VOLUME/CAPACITY (V/C) RATIO:		0.652		0.658		0.658		0.658		0.658		0.661				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.552		0.558		0.558		0.558		0.558		0.561				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>25</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	110	2	61	1	111	2	61	0	111	2	61		111	2	61
	Left-Through		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
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	758	2	312	8	766	2	316	0	766	2	316	1	767	2	314
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	190	2	105	2	192	2	106	0	192	2	106	3	195	2	107
	Left-Through		0	0		0	0		0	0		0		0	0	0
	Through	1900	3	633	19	1919	3	640	0	1919	3	640	5	1924	3	641
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	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
	Through	2362	3	787	24	2386	3	795	0	2386	3	795	4	2390	3	797
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	80	1	50	1	81	1	50	0	81	1	50		81	1	50
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 312		North-South: 316		North-South: 316		North-South: 316		North-South: 316		North-South: 314				
		East-West: 892		East-West: 901		East-West: 901		East-West: 901		East-West: 901		East-West: 904				
		SUM: 1204		SUM: 1216		SUM: 1216		SUM: 1216		SUM: 1216		SUM: 1218				
VOLUME/CAPACITY (V/C) RATIO:		0.845		0.854		0.854		0.854		0.854		0.855				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.745		0.754		0.754		0.754		0.754		0.755				
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>26</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd (WB Ramp)</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		2		2		2		2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	2	1	2	0	2	1	2	0	2	1	2		2	1	2
	Left-Through		0	0			0	0			0	0			0	0
	Through	1470	3	490	15	1485	3	495	0	1485	3	495	2	1487	3	496
	Through-Right		0	0			0	0			0	0			0	0
	Right	38	1	0	0	38	1	0	0	38	1	0		38	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	13	1	13	0	13	1	13	0	13	1	13		13	1	13
	Left-Through		0	0			0	0			0	0			0	0
	Through	476	2	162	5	481	2	163	0	481	2	163	3	484	2	164
	Through-Right		1	162			1	163			1	163			1	164
	Right	9	0	9	0	9	0	9	0	9	0	9		9	0	9
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	5	0	5	0	5	0	5	0	5	0	5		5	0	5
	Left-Through		1	5			1	5			1	5			1	5
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	0	1	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	82	0	82	1	83	0	83	0	83	0	83	2	85	0	85
	Left-Through		0	0			0	0			0	0			0	0
	Through	1	0	0	0	1	0	0	0	1	0	0		1	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	225	1	117	2	227	1	118	0	227	1	118		227	1	118
	Left-Through-Right		1	184			1	186			1	186			1	188
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 503		North-South: 508		North-South: 508		North-South: 508		North-South: 509		North-South: 509				
		East-West: 189		East-West: 191		East-West: 191		East-West: 191		East-West: 193		East-West: 193				
		SUM: 692		SUM: 699		SUM: 699		SUM: 699		SUM: 702		SUM: 702				
VOLUME/CAPACITY (V/C) RATIO:		0.462		0.466		0.466		0.466		0.468		0.468				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.362		0.366		0.366		0.366		0.368		0.368				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>26</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd (WB Ramp)</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		2		2		2		2		2		2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	13	1	13	0	13	1	13	0	13	1	13		13	1	13
	Left-Through		0	0			0	0			0	0			0	0
	Through	640	3	213	6	646	3	215	0	646	3	215	8	654	3	218
	Through-Right		0	0			0	0			0	0			0	0
	Right	101	1	27	1	102	1	27	0	102	1	27		102	1	26
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	125	1	125	1	126	1	126	0	126	1	126		126	1	126
	Left-Through		0	0			0	0			0	0			0	0
	Through	1056	2	358	11	1067	2	361	0	1067	2	361	2	1069	2	362
	Through-Right		1	358			1	361			1	361			1	362
	Right	17	0	17	0	17	0	17	0	17	0	17		17	0	17
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	13	0	13	0	13	0	13	0	13	0	13		13	0	13
	Left-Through		1	13			1	13			1	13			1	13
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	0	1	0	0	0	1	0	0	0	1	0		0	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	149	0	149	1	150	0	150	0	150	0	150	1	151	0	151
	Left-Through		0	0			0	0			0	0			0	0
	Through	1	0	0	0	1	0	0	0	1	0	0		1	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	226	1	62	2	228	1	62	0	228	1	62		228	1	62
	Left-Through-Right		1	252			1	254			1	254			1	255
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 371		North-South: 374		North-South: 374		North-South: 374		North-South: 375		North-South: 375				
		East-West: 265		East-West: 267		East-West: 267		East-West: 267		East-West: 268		East-West: 268				
		SUM: 635		SUM: 642		SUM: 642		SUM: 642		SUM: 643		SUM: 643				
VOLUME/CAPACITY (V/C) RATIO:		0.424		0.428		0.428		0.428		0.429		0.429				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.324		0.328		0.328		0.328		0.329		0.329				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**



# CMA Calculation Worksheet



I/S #: <b>27</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd (EB Ramp)</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0					
		EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3					
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	0	32	1	32	0	32	1	32		32	1	32
	Left-Through		0	0			0	0			0	0			0	0
	Through	1089	2	372	11	1100	2	376	0	1100	2	376	1	1101	2	376
	Through-Right		1	372			1	376			1	376			1	376
	Right	27	0	27	0	27	0	27	0	27	0	27		27	0	27
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	34	2	19	0	34	2	19	0	34	2	19		34	2	19
	Left-Through		0	0			0	0			0	0			0	0
	Through	407	2	174	4	411	2	176	0	411	2	176	5	416	2	178
	Through-Right		1	174			1	176			1	176			1	178
	Right	116	0	116	1	117	0	117	0	117	0	117		117	0	117
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	7	0	7	0	7	0	7	0	7	0	7		7	0	7
	Left-Through		1	7			1	7			1	7			1	7
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		1	11			1	11			1	11			1	11
	Right	11	0	11	0	11	0	11	0	11	0	11		11	0	11
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	83	0	83	1	84	0	84	0	84	0	84		84	0	84
	Left-Through		0	0			0	0			0	0			0	0
	Through	24	0	0	0	24	0	0	0	24	0	0		24	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	414	1	209	4	418	1	211	0	418	1	211	1	419	1	212
	Left-Through-Right		1	293			1	296			1	296			1	297
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 391		North-South: 395		North-South: 395		North-South: 395		North-South: 395		North-South: 395				
		East-West: 300		East-West: 303		East-West: 303		East-West: 303		East-West: 303		East-West: 304				
		SUM: 691		SUM: 698		SUM: 698		SUM: 698		SUM: 698		SUM: 699				
VOLUME/CAPACITY (V/C) RATIO:		0.503		0.508		0.508		0.508		0.508		0.508				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.403		0.408		0.408		0.408		0.408		0.408				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.000**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>27</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd (EB Ramp)</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
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--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	0				
		EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3	EB--- 0	WB--- 3	3				
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	11	1	11	0	11	1	11	0	11	1	11		11	1	11
	Left-Through		0	0			0	0			0	0			0	0
	Through	598	2	222	6	604	2	224	0	604	2	224	3	607	2	225
	Through-Right		1	222			1	224			1	224			1	225
	Right	67	0	67	1	68	0	68	0	68	0	68		68	0	68
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	134	2	74	1	135	2	74	0	135	2	74		135	2	74
	Left-Through		0	0			0	0			0	0			0	0
	Through	1052	2	357	11	1063	2	360	0	1063	2	360	2	1065	2	361
	Through-Right		1	357			1	360			1	360			1	361
	Right	18	0	18	0	18	0	18	0	18	0	18		18	0	18
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	77	0	77	1	78	0	78	0	78	0	78		78	0	78
	Left-Through		1	77			1	78			1	78			1	78
	Through	25	0	0	0	25	0	0	0	25	0	0		25	0	0
	Through-Right		1	62			1	63			1	63			1	63
	Right	37	0	37	0	37	0	37	0	37	0	37		37	0	37
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	44	0	44	0	44	0	44	0	44	0	44		44	0	44
	Left-Through		0	0			0	0			0	0			0	0
	Through	1	0	0	0	1	0	0	0	1	0	0		1	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	80	1	0	1	81	1	0	0	81	1	0	5	86	1	0
	Left-Through-Right		1	81			1	82			1	82			1	84
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 368		North-South: 371		North-South: 371		North-South: 371		North-South: 372		North-South: 372				
		East-West: 158		East-West: 160		East-West: 160		East-West: 160		East-West: 162		East-West: 162				
		SUM: 526		SUM: 531		SUM: 531		SUM: 531		SUM: 534		SUM: 534				
VOLUME/CAPACITY (V/C) RATIO:		0.382		0.386		0.386		0.386		0.388		0.388				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.282		0.286		0.286		0.286		0.288		0.288				
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>28</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>					
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>					
No. of Phases		3		3		3		3		3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0				
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2							
Override Capacity		0		0		0		0		0							
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	331	2	182	3	334	2	184	0	334	2	184		334	2	184	
	Left-Through		0	0		0	0	0		0	0	0		0	0	0	
	Through	768	2	299	8	776	2	302	0	776	2	302	1	777	2	302	
	Through-Right		1	299		1	302		1	302		302		1	302		302
	Right	128	0	128	1	129	0	129	0	129	0	129		129	0	129	
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0	
	Left-Right		0	0		0	0		0	0		0		0	0	0	
SOUTHBOUND	Left	78	2	43	1	79	2	43	0	79	2	43		79	2	43	
	Left-Through		0	0		0	0	0		0	0	0		0	0	0	
	Through	94	2	47	1	95	2	47	0	95	2	47	4	99	2	49	
	Through-Right		0	0		0	0	0		0	0	0		0	0	0	
	Right	99	2	54	1	100	2	55	0	100	2	55	2	102	2	56	
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0	
	Left-Right		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	
	Left-Through		0	0		0	0	0		0	0	0		0	0	0	
	Through	1627	3	542	16	1643	3	548	0	1643	3	548		1643	3	548	
	Through-Right		0	0		0	0	0		0	0	0		0	0	0	
	Right	46	1	0	0	46	1	0	0	46	1	0		46	1	0	
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0	
	Left-Right		0	0		0	0		0	0		0		0	0	0	
WESTBOUND	Left	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	
	Through	2392	3	678	24	2416	3	684	0	2416	3	684	8	2424	3	687	
	Through-Right		1	678		1	684		1	684		684		1	687		687
	Right	318	0	318	3	321	0	321	0	321	0	321	3	324	0	324	
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0	
	Left-Right		0	0		0	0		0	0		0		0	0	0	
CRITICAL VOLUMES		North-South: 342		North-South: 345		North-South: 345		North-South: 345		North-South: 345		North-South: 345					
		East-West: 678		East-West: 684		East-West: 684		East-West: 684		East-West: 684		East-West: 687					
		SUM: 1019		SUM: 1029		SUM: 1029		SUM: 1029		SUM: 1029		SUM: 1032					
VOLUME/CAPACITY (V/C) RATIO:		0.715		0.722		0.722		0.722		0.722		0.724					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.615		0.622		0.622		0.622		0.622		0.624					
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B					

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
<b>28</b>	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	66	2	36	1	67	2	37	0	67	2	37		67	2	37
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	163	2	77	2	165	2	78	0	165	2	78	5	170	2	79
	Through-Right		1	77		1	78		1	78		78		1	79	79
	Right	68	0	68	1	69	0	69	0	69	0	69		69	0	69
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	438	2	241	4	442	2	243	0	442	2	243		442	2	243
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	702	2	351	7	709	2	355	0	709	2	355	2	711	2	356
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	446	2	245	4	450	2	248	0	450	2	248	1	451	2	248
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		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
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	2054	3	685	21	2075	3	692	0	2075	3	692		2075	3	692
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	115	1	79	1	116	1	79	0	116	1	79		116	1	79
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	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
	Through	2126	3	571	21	2147	3	577	0	2147	3	577	4	2151	3	581
	Through-Right		1	571		1	577		1	577		577		1	581	581
	Right	159	0	159	2	161	0	161	0	161	0	161	13	174	0	174
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 387		North-South: 391		North-South: 391		North-South: 391		North-South: 392		North-South: 392				
		East-West: 685		East-West: 692		East-West: 692		East-West: 692		East-West: 692		East-West: 692				
		SUM: 1072		SUM: 1083		SUM: 1083		SUM: 1083		SUM: 1083		SUM: 1084				
VOLUME/CAPACITY (V/C) RATIO:		0.752		0.760		0.760		0.760		0.760		0.760				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652		0.660		0.660		0.660		0.660		0.660				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.000**  
Significant impacted? **NO**

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 29) SPALDING DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	236	1,600	0.083	N-S(1): 0.210 * N-S(2): 0.187 E-W(1): 0.340 E-W(2): 0.684 *
	TH	1.00	34	1,600	0.121	
	LT	0.00	159	1,600	0.099 *	
Westbound	RT	0.00	133	0	0.000	V/C: 0.894 Lost Time: 0.100 ITS: -0.070
	TH	3.00	2,527	4,800	0.554 *	
	LT	1.00	23	1,600	0.014	
Northbound	RT	0.00	31	0	0.000	ICU: 0.924
	TH	1.00	40	1,600	0.111 *	
	LT	0.00	106	1,600	0.066	
Eastbound	RT	0.00	12	0	0.000	LOS: E
	TH	3.00	1,552	4,800	0.326	
	LT	1.00	208	1,600	0.130 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	218	1,600	0.087	N-S(1): 0.181 * N-S(2): 0.171 E-W(1): 0.489 E-W(2): 0.526 *
	TH	1.00	65	1,600	0.146	
	LT	0.00	169	1,600	0.106 *	
Westbound	RT	0.00	119	0	0.000	V/C: 0.707 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,932	4,800	0.427 *	
	LT	1.00	31	1,600	0.019	
Northbound	RT	0.00	41	0	0.000	ICU: 0.737
	TH	1.00	39	1,600	0.075 *	
	LT	0.00	40	1,600	0.025	
Eastbound	RT	0.00	16	0	0.000	LOS: C
	TH	3.00	2,241	4,800	0.470	
	LT	1.00	158	1,600	0.099 *	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 29) SPALDING DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	244	1,600	0.088	N-S(1): 0.219 * N-S(2): 0.195 E-W(1): 0.340 E-W(2): 0.685 *
	TH	1.00	34	1,600	0.129	
	LT	0.00	172	1,600	0.108 *	
Westbound	RT	0.00	133	0	0.000	V/C: 0.904 Lost Time: 0.100 ITS: -0.070
	TH	3.00	2,530	4,800	0.555 *	
	LT	1.00	23	1,600	0.014	
Northbound	RT	0.00	31	0	0.000	ICU: 0.934
	TH	1.00	40	1,600	0.111 *	
	LT	0.00	106	1,600	0.066	
Eastbound	RT	0.00	12	0	0.000	LOS: E
	TH	3.00	1,552	4,800	0.326	
	LT	1.00	208	1,600	0.130 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	223	1,600	0.090	N-S(1): 0.185 * N-S(2): 0.176 E-W(1): 0.489 E-W(2): 0.529 *
	TH	1.00	65	1,600	0.151	
	LT	0.00	176	1,600	0.110 *	
Westbound	RT	0.00	119	0	0.000	V/C: 0.714 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,943	4,800	0.430 *	
	LT	1.00	31	1,600	0.019	
Northbound	RT	0.00	41	0	0.000	ICU: 0.744
	TH	1.00	39	1,600	0.075 *	
	LT	0.00	40	1,600	0.025	
Eastbound	RT	0.00	16	0	0.000	LOS: C
	TH	3.00	2,241	4,800	0.470	
	LT	1.00	158	1,600	0.099 *	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 30) ROXBURY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.131
	TH	1.00	100	1,600	0.109 *	N-S(2): 0.192 *
	LT	1.00	71	1,600	0.044	E-W(1): 0.376
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.569 *
	TH	3.00	2,476	4,800	0.520 *	
	LT	1.00	55	1,600	0.034	V/C: 0.761
Northbound	RT	1.00	39	1,600	0.007	Lost Time: 0.100
	TH	2.00	145	3,200	0.087	ITS: -0.070
	LT	0.00	132	1,600	0.083 *	
Eastbound	RT	0.00	54	0	0.000	ICU: 0.791
	TH	3.00	1,589	4,800	0.342	
	LT	1.00	78	1,600	0.049 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.077
	TH	1.00	153	1,600	0.124 *	N-S(2): 0.163 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.529 *
Westbound	RT	0.00	21	0	0.000	E-W(2): 0.450
	TH	3.00	1,995	4,800	0.420	
	LT	1.00	63	1,600	0.039 *	V/C: 0.692
Northbound	RT	1.00	52	1,600	0.013	Lost Time: 0.100
	TH	2.00	75	3,200	0.043	ITS: -0.070
	LT	0.00	62	1,600	0.039 *	
Eastbound	RT	0.00	108	0	0.000	ICU: 0.722
	TH	3.00	2,244	4,800	0.490 *	
	LT	1.00	48	1,600	0.030	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 30) ROXBURY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.131
	TH	1.00	100	1,600	0.109 *	N-S(2): 0.192 *
	LT	1.00	71	1,600	0.044	E-W(1): 0.379
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.569 *
	TH	3.00	2,479	4,800	0.520 *	V/C: 0.761
	LT	1.00	55	1,600	0.034	Lost Time: 0.100
Northbound	RT	1.00	39	1,600	0.007	ITS: -0.070
	TH	2.00	145	3,200	0.087	
	LT	0.00	132	1,600	0.083 *	
Eastbound	RT	0.00	54	0	0.000	ICU: 0.791
	TH	3.00	1,602	4,800	0.345	
	LT	1.00	78	1,600	0.049 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.077
	TH	1.00	153	1,600	0.124 *	N-S(2): 0.163 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.530 *
Westbound	RT	0.00	21	0	0.000	E-W(2): 0.452
	TH	3.00	2,006	4,800	0.422	V/C: 0.693
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	1.00	52	1,600	0.013	ITS: -0.070
	TH	2.00	75	3,200	0.043	
	LT	0.00	62	1,600	0.039 *	
Eastbound	RT	0.00	108	0	0.000	ICU: 0.723
	TH	3.00	2,251	4,800	0.491 *	
	LT	1.00	48	1,600	0.030	LOS: C

\* - Denotes critical movement



# CMA Calculation Worksheet



I/S #:	North-South Street:	<b>Motor Ave</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>			
<b>31</b>	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>			
No. of Phases		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	223	1	223	2	225	1	225	0	225	1	225		225	1	225	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	2	0	0	0	2	0	0	0	2	0	0		2	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	673	2	277	7	680	2	279	0	680	2	279	1	681	2	279	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	32	1	32	0	32	1	32	0	32	1	32		32	1	32	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	26	1	0	0	26	1	0	0	26	1	0		26	1	0	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	208	1	208	2	210	1	210	0	210	1	210		210	1	210	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1646	2	598	16	1662	2	604	0	1662	2	604	1	1663	2	604	
	Through-Right		1	598			1	604			1	604			1	604	
	Right	147	0	147	1	148	0	148	0	148	0	148		148	0	148	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	187	1	187	2	189	1	189	0	189	1	189	2	191	1	191	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1519	2	564	15	1534	2	570	0	1534	2	570	3	1537	2	571	
	Through-Right		1	564			1	570			1	570			1	571	
	Right	173	0	173	2	175	0	175	0	175	0	175		175	0	175	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 309		North-South: 312		North-South: 312		North-South: 312		North-South: 311		North-South: 311		North-South: 311			
		East-West: 785		East-West: 793		East-West: 793		East-West: 793		East-West: 795		East-West: 795		East-West: 795			
		SUM: 1093		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1106		SUM: 1106		SUM: 1106			
VOLUME/CAPACITY (V/C) RATIO:		0.795		0.803		0.803		0.803		0.804		0.804		0.804			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.695		0.703		0.703		0.703		0.704		0.704		0.704			
LEVEL OF SERVICE (LOS):		B		C		C		C		C		C		C			

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>31</b>	North-South Street:	<b>Motor Ave</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>			
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>		Peak Hour:		<b>PM</b>		Peak Hour:		<b>PM</b>			
No. of Phases		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	221	1	221	2	223	1	223	0	223	1	223		223	1	223	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	6	0	0	0	6	0	0	0	6	0	0		6	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	440	2	0	4	444	2	0	0	444	2	0		446	2	0	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	165	1	165	2	167	1	167	0	167	1	167		167	1	167	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	9	0	0	0	9	0	0	0	9	0	0		9	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	270	1	230	3	273	1	232	0	273	1	232		273	1	232	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	40	1	40	0	40	1	40	0	40	1	40		40	1	40	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1110	2	442	11	1121	2	446	0	1121	2	446	3	1124	2	447	
	Through-Right		1	442			1	446			1	446			1	447	
	Right	215	0	215	2	217	0	217	0	217	0	217		217	0	217	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	518	1	518	5	523	1	523	0	523	1	523	1	524	1	524	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1726	2	591	17	1743	2	597	0	1743	2	597	2	1745	2	598	
	Through-Right		1	591			1	597			1	597			1	598	
	Right	47	0	47	0	47	0	47	0	47	0	47		47	0	47	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 451		North-South: 456		North-South: 456		North-South: 456		North-South: 456		North-South: 456		North-South: 456			
		East-West: 960		East-West: 969		East-West: 969		East-West: 969		East-West: 969		East-West: 969		East-West: 971			
		SUM: 1411		SUM: 1425		SUM: 1425		SUM: 1425		SUM: 1425		SUM: 1425		SUM: 1427			
VOLUME/CAPACITY (V/C) RATIO:		1.026		1.036		1.036		1.036		1.036		1.036		1.038			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.926		0.936		0.936		0.936		0.936		0.936		0.938			
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E		E			

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.002**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>32</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	53	2	29	1	54	2	29	0	54	2	29		54	2	29
	Left-Through		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
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	261	2	0	3	264	2	0	0	264	2	0	4	268	2	0
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	942	3	349	9	951	3	352	0	951	3	352	1	952	3	352
	Left-Through		0	0		0	0		0	0	0		0	0	0	0
	Through	1409	3	470	14	1423	3	474	0	1423	3	474	1	1424	3	475
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	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
	Through	1619	2	656	16	1635	2	663	0	1635	2	663	2	1637	2	664
	Through-Right		1	656		1	663		1	663		1		664		664
	Right	350	0	350	4	354	0	354	0	354	0	354		354	0	354
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 29 East-West: 1005 SUM: 1034		North-South: 29 East-West: 1015 SUM: 1044		North-South: 29 East-West: 1015 SUM: 1044		North-South: 29 East-West: 1015 SUM: 1044		North-South: 29 East-West: 1016 SUM: 1045						
VOLUME/CAPACITY (V/C) RATIO:		0.726		0.733		0.733		0.733		0.734						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626		0.633		0.633		0.633		0.634						
LEVEL OF SERVICE (LOS):		B		B		B		B		B						

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>32</b>	North-South Street:	<b>Avenue of the Stars</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
SOUTHBOUND	Left	325	2	179	3	328	2	181	0	328	2	181		328	2	181
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	782	2	308	8	790	2	311	0	790	2	311	2	792	2	312
	Left-Through-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	329	3	122	3	332	3	123	0	332	3	123	2	334	3	124
	Left-Through		0	0			0	0			0	0			0	0
	Through	1385	3	462	14	1399	3	466	0	1399	3	466	3	1402	3	467
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
WESTBOUND	Left	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
	Through	1508	2	542	15	1523	2	547	0	1523	2	547	1	1524	2	548
	Through-Right		1	542			1	547			1	547			1	548
	Right	118	0	118	1	119	0	119	0	119	0	119	0	119	0	119
	Left-Through-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 308		North-South: 311		North-South: 311		North-South: 311		North-South: 312						
		East-West: 664		East-West: 670		East-West: 670		East-West: 670		East-West: 671						
		SUM: 972		SUM: 982		SUM: 982		SUM: 982		SUM: 983						
VOLUME/CAPACITY (V/C) RATIO:		0.682		0.689		0.689		0.689		0.690						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.582		0.589		0.589		0.589		0.590						
LEVEL OF SERVICE (LOS):		A		A		A		A		A						

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>33</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		4		4		4		4		4						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	3	EB---	0	WB---	3	EB---	0	WB---	3			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1	10		10	1	10		10	1	10		10	1	10
	Through	9	0	0	0	9	0	0	0	9	0	0	0	9	0	0
	Through-Right		1	10		10	1	10		10	1	10		10	1	10
	Right	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
SOUTHBOUND	Left	71	1	39	1	72	1	39	0	72	1	39	2	74	1	41
	Left-Through		1	43		43	1	43		43	1	43		43	1	44
	Through	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	72	1	0	1	73	1	0	0	73	1	0	2	75	1	0
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
EASTBOUND	Left	497	2	273	5	502	2	276	0	502	2	276	1	503	2	277
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	933	2	320	9	942	2	323	0	942	2	323	0	942	2	323
	Through-Right		1	320		320	1	323		323	1	323		323	1	323
	Right	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
WESTBOUND	Left	22	1	22	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0	0		0	0	0		0	0	0		0	0	0
	Through	1934	3	645	19	1953	3	651	0	1953	3	651	0	1953	3	651
	Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Right	728	1	689	7	735	1	696	0	735	1	696	1	736	1	696
	Left-Through-Right		0	0		0	0	0		0	0	0		0	0	0
	Left-Right		0	0		0	0	0		0	0	0		0	0	0
CRITICAL VOLUMES		North-South: 49 East-West: 962 SUM: 1011		North-South: 50 East-West: 972 SUM: 1021				North-South: 50 East-West: 972 SUM: 1021				North-South: 51 East-West: 972 SUM: 1023				
VOLUME/CAPACITY (V/C) RATIO:		0.736		0.743				0.743				0.744				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.636		0.643				0.643				0.644				
LEVEL OF SERVICE (LOS):		B		B				B				B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

# CMA Calculation Worksheet



I/S #: <b>33</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2011</b>	Peak Hour:		<b>PM</b>	Peak Hour:		<b>PM</b>				
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---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	3	EB---	0	WB---	3	EB---	0	WB---	3			
ATSAC-1 or ATCS-2?		2		2		2		2		2		2				
Override Capacity		0		0		0		0		0		0				
		2010 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through		1	17			1	17			1	17			1	17
	Through	14	0	0	0	14	0	0	0	14	0	0	0	14	0	0
	Through-Right		1	26			1	26			1	26			1	26
	Right	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	547	1	301	5	552	1	304	0	552	1	304	1	553	1	304
	Left-Through		1	250			1	253			1	253			1	253
	Through	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	463	1	414	5	468	1	418	0	468	1	418	1	469	1	417
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	90	2	50	1	91	2	50	0	91	2	50	3	94	2	52
	Left-Through		0	0			0	0			0	0			0	0
	Through	1603	2	538	16	1619	2	543	0	1619	2	543	0	1619	2	543
	Through-Right		1	538			1	543			1	543			1	543
	Right	11	0	11	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10
	Left-Through		0	0			0	0			0	0			0	0
	Through	1132	3	377	11	1143	3	381	0	1143	3	381	0	1143	3	381
	Through-Right		0	0			0	0			0	0			0	0
	Right	177	1	0	2	179	1	0	0	179	1	0	2	181	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 431		North-South: 435		North-South: 435		North-South: 435		North-South: 434		North-South: 434				
		East-West: 548		East-West: 553		East-West: 553		East-West: 553		East-West: 553		East-West: 553				
		SUM: 979		SUM: 988		SUM: 988		SUM: 988		SUM: 988		SUM: 988				
VOLUME/CAPACITY (V/C) RATIO:		0.712		0.719		0.719		0.719		0.718		0.718				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.612		0.619		0.619		0.619		0.618		0.618				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

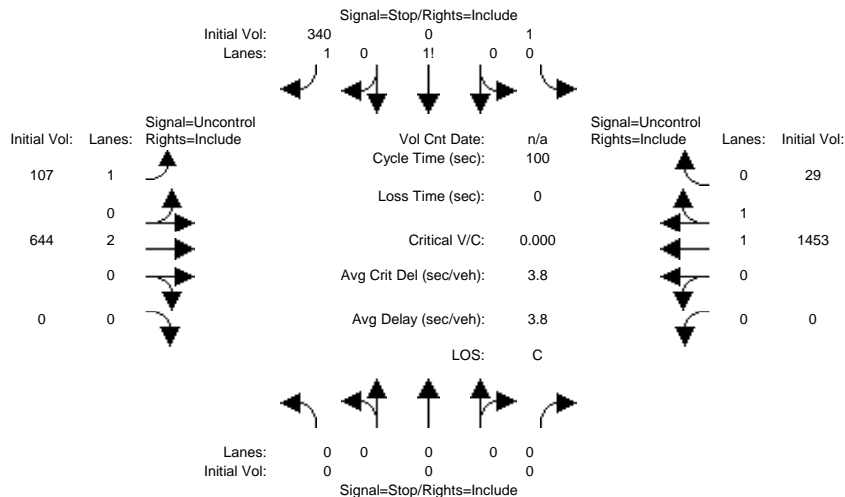
NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **-0.001**  
Significant impacted? **NO**

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EXAM

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name:	Merv Griffin Way						N Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	1	0	340	107	644	0	0	1453	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	340	107	644	0	0	1453	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	340	107	644	0	0	1453	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	340	107	644	0	0	1453	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	340	107	644	0	0	1453	29

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxxx	2004	2326	741	1482	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	53	38	363	460	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	44	29	363	460	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.94	0.23	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	2.4	0.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	23.3	15.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	348	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			24.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	1 0 340	107 644 0	0 1453 29
ApproachDel:	xxxxxx	24.1	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=341]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2574]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #34 Merv Griffin Way/N Santa Monica

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	1 0 340	107 644 0	0 1453 29

Major Street Volume: 2233

Minor Approach Volume: 341

Minor Approach Volume Threshold: 29 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EXPM

Intersection #34: Merv Griffin Way/N Santa Monica

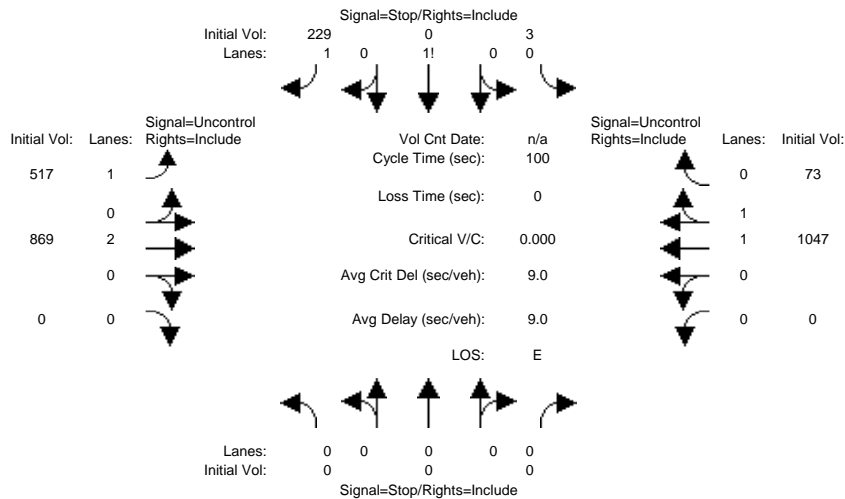


Table with columns for Street Name, Approach, Movement, and Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #34 Merv Griffin Way/N Santa Monica
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	3 0 229	517 869 0	0 1047 73
ApproachDel:	xxxxxx	36.8	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=232]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2738]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #34 Merv Griffin Way/N Santa Monica

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	3 0 229	517 869 0	0 1047 73

Major Street Volume: 2506

Minor Approach Volume: 232

Minor Approach Volume Threshold: -21 [less than minimum of 150]

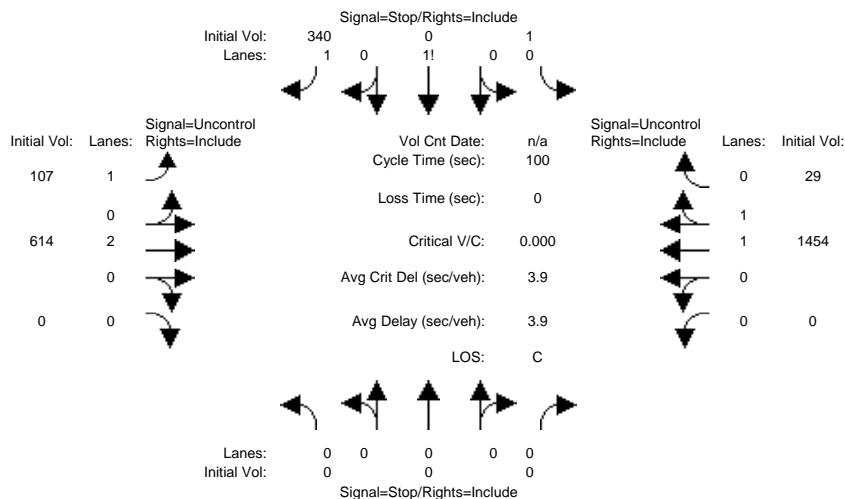
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPAM\_DWY

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name:	Merv Griffin Way						N Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	0	0	1	0	340	107	614	0	0	1454	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	340	107	614	0	0	1454	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	340	107	614	0	0	1454	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	340	107	614	0	0	1454	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	340	107	614	0	0	1454	29
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	1990	2297	742	1483	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	54	39	363	460	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	45	30	363	460	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.94	0.23	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	2.4	0.9	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	23.4	15.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	C	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	348	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	24.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			24.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	1 0 340	107 614 0	0 1454 29
ApproachDel:	xxxxxx	24.1	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.3]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=341]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2545]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #34 Merv Griffin Way/N Santa Monica

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	1 0 340	107 614 0	0 1454 29

Major Street Volume: 2204

Minor Approach Volume: 341

Minor Approach Volume Threshold: 34 [less than minimum of 150]

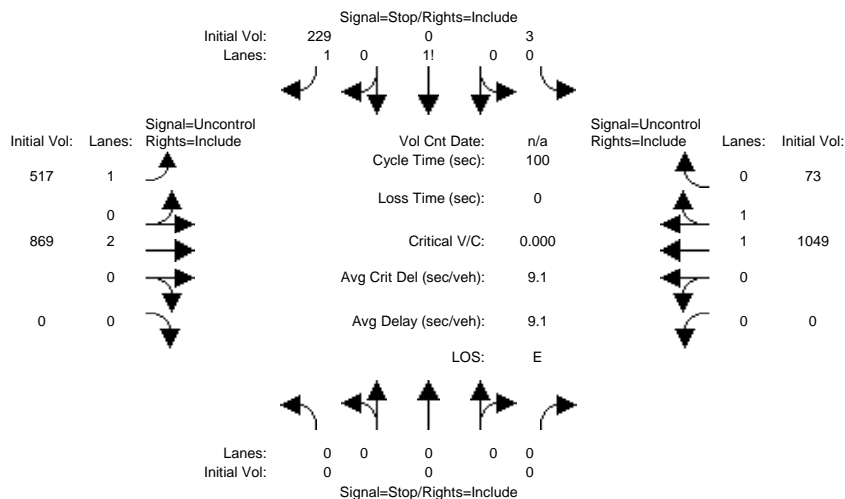
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPPM\_DWY

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name:	Merv Griffin Way						N Santa Monica Blvd													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Volume Module:																				
Base Vol:	0	0	0	3	0	229	517	869	0	0	1049	73								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	3	0	229	517	869	0	0	1049	73								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	3	0	229	517	869	0	0	1049	73								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	3	0	229	517	869	0	0	1049	73								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	0	3	0	229	517	869	0	0	1049	73								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxxx	6.8	6.5	6.9	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Capacity Module:																				
Cnflct Vol:	xxxxx	xxxx	xxxxxx	2554	2989	561	1122	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Potent Cap.:	xxxxx	xxxx	xxxxxx	22	14	476	630	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Move Cap.:	xxxxx	xxxx	xxxxxx	7	3	476	630	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Volume/Cap:	xxxxx	xxxx	xxxxxx	0.43	0.00	0.48	0.82	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Level Of Service Module:																				
2Way95thQ:	xxxxx	xxxx	xxxxxx	xxxxx	xxxxx	0.9	8.6	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	14.9	31.5	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx								
LOS by Move:	*	*	*	*	*	B	D	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxxx	xxxx	xxxxxx	xxxxx	176	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx								
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	3.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx								
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	58.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx								
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*								
ApproachDel:	xxxxxxx						37.2	xxxxxxx						xxxxxxx						
ApproachLOS:	*						E	*						*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	3 0 229	517 869 0	0 1049 73
ApproachDel:	xxxxxx	37.2	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=232]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=2740]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #34 Merv Griffin Way/N Santa Monica

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	3 0 229	517 869 0	0 1049 73

Major Street Volume: 2508

Minor Approach Volume: 232

Minor Approach Volume Threshold: -21 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 35) BEVERLY DRIVE &amp; N SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.139
	TH	2.00	572	3,200	0.204 *	N-S(2): 0.223 *
	LT	1.00	31	1,600	0.019	E-W(1): 0.423
Westbound	RT	0.00	6	0	0.000	E-W(2): 0.469 *
	TH	2.00	1,418	3,200	0.445 *	V/C: 0.692
	LT	1.00	66	1,600	0.041	Lost Time: 0.100
Northbound	RT	0.00	69	0	0.000	ITS: 0.000
	TH	2.00	315	3,200	0.120	ICU: 0.792
	LT	1.00	30	1,600	0.019 *	LOS: C
Eastbound	RT	0.00	22	0	0.000	
	TH	2.00	1,200	3,200	0.382	
	LT	1.00	38	1,600	0.024 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.284 *
	TH	2.00	339	3,200	0.118	N-S(2): 0.149
	LT	1.00	28	1,600	0.018 *	E-W(1): 0.451 *
Westbound	RT	0.00	27	0	0.000	E-W(2): 0.436
	TH	2.00	1,308	3,200	0.417	V/C: 0.735
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	0.00	185	0	0.000	ITS: 0.000
	TH	2.00	665	3,200	0.266 *	ICU: 0.835
	LT	1.00	49	1,600	0.031	LOS: D
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	1,288	3,200	0.412 *	
	LT	1.00	31	1,600	0.019	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 35) BEVERLY DRIVE &amp; N SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.139
	TH	2.00	572	3,200	0.204 *	N-S(2): 0.223 *
	LT	1.00	31	1,600	0.019	E-W(1): 0.424
Westbound	RT	0.00	6	0	0.000	E-W(2): 0.469 *
	TH	2.00	1,419	3,200	0.445 *	V/C: 0.692
	LT	1.00	66	1,600	0.041	Lost Time: 0.100
Northbound	RT	0.00	69	0	0.000	ITS: 0.000
	TH	2.00	315	3,200	0.120	ICU: 0.792
	LT	1.00	30	1,600	0.019 *	LOS: C
Eastbound	RT	0.00	22	0	0.000	
	TH	2.00	1,205	3,200	0.383	
	LT	1.00	38	1,600	0.024 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.284 *
	TH	2.00	339	3,200	0.118	N-S(2): 0.149
	LT	1.00	28	1,600	0.018 *	E-W(1): 0.452 *
Westbound	RT	0.00	27	0	0.000	E-W(2): 0.438
	TH	2.00	1,313	3,200	0.419	V/C: 0.736
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	0.00	185	0	0.000	ITS: 0.000
	TH	2.00	665	3,200	0.266 *	ICU: 0.836
	LT	1.00	49	1,600	0.031	LOS: D
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	1,291	3,200	0.413 *	
	LT	1.00	31	1,600	0.019	

\* - Denotes critical movement



<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 36) BEVERLY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	85	0	0.000	N-S(1): 0.106
	TH	2.00	574	3,200	0.206 *	N-S(2): 0.239 *
	LT	0.00	0	0	0.000	E-W(1): 0.269
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.417 *
	TH	2.00	1,231	3,200	0.390 *	
	LT	1.00	141	1,600	0.088	V/C: 0.656
Northbound	RT	1.00	88	1,600	0.011	Lost Time: 0.100
	TH	2.00	339	3,200	0.106	ITS: 0.000
	LT	1.00	52	1,600	0.033 *	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.756
	TH	2.00	515	3,200	0.181	
	LT	1.00	43	1,600	0.027 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.226 *
	TH	2.00	380	3,200	0.140	N-S(2): 0.167
	LT	0.00	0	0	0.000 *	E-W(1): 0.424 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.304
	TH	2.00	684	3,200	0.229	
	LT	1.00	76	1,600	0.048 *	V/C: 0.650
Northbound	RT	1.00	149	1,600	0.069	Lost Time: 0.100
	TH	2.00	723	3,200	0.226 *	ITS: 0.000
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	145	0	0.000	ICU: 0.750
	TH	2.00	1,059	3,200	0.376 *	
	LT	1.00	120	1,600	0.075	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 36) BEVERLY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	85	0	0.000	N-S(1): 0.106
	TH	2.00	574	3,200	0.206 *	N-S(2): 0.239 *
	LT	0.00	0	0	0.000	E-W(1): 0.271
Westbound	RT	0.00	18	0	0.000	E-W(2): 0.418 *
	TH	2.00	1,232	3,200	0.391 *	
	LT	1.00	141	1,600	0.088	V/C: 0.657
Northbound	RT	1.00	88	1,600	0.011	Lost Time: 0.100
	TH	2.00	339	3,200	0.106	ITS: 0.000
	LT	1.00	52	1,600	0.033 *	
Eastbound	RT	0.00	65	0	0.000	ICU: 0.757
	TH	2.00	521	3,200	0.183	
	LT	1.00	43	1,600	0.027 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.226 *
	TH	2.00	380	3,200	0.140	N-S(2): 0.167
	LT	0.00	0	0	0.000 *	E-W(1): 0.425 *
Westbound	RT	0.00	48	0	0.000	E-W(2): 0.305
	TH	2.00	689	3,200	0.230	
	LT	1.00	76	1,600	0.048 *	V/C: 0.651
Northbound	RT	1.00	149	1,600	0.069	Lost Time: 0.100
	TH	2.00	723	3,200	0.226 *	ITS: 0.000
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	145	0	0.000	ICU: 0.751
	TH	2.00	1,062	3,200	0.377 *	
	LT	1.00	120	1,600	0.075	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 37) BEVERLY DRIVE &amp; WILSHIRE BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050	N-S(1): 0.175
	TH	2.00	440	3,200	0.138 *	N-S(2): 0.211 *
	LT	0.00	0	0	0.000	E-W(1): 0.377
Westbound	RT	0.00	74	0	0.000	E-W(2): 0.416 *
	TH	3.00	1,765	4,800	0.383 *	
	LT	1.00	193	1,600	0.121	V/C: 0.627
Northbound	RT	1.00	98	1,600	0.001	Lost Time: 0.100
	TH	2.00	561	3,200	0.175	ITS: 0.000
	LT	1.00	116	1,600	0.073 *	
Eastbound	RT	0.00	128	0	0.000	ICU: 0.727
	TH	3.00	1,100	4,800	0.256	
	LT	1.00	52	1,600	0.033 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,600	0.073	N-S(1): 0.218
	TH	2.00	478	3,200	0.149 *	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.476 *
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.352
	TH	3.00	1,285	4,800	0.289	
	LT	1.00	201	1,600	0.126 *	V/C: 0.695
Northbound	RT	1.00	164	1,600	0.040	Lost Time: 0.100
	TH	2.00	696	3,200	0.218	ITS: 0.000
	LT	1.00	112	1,600	0.070 *	
Eastbound	RT	0.00	157	0	0.000	ICU: 0.795
	TH	3.00	1,521	4,800	0.350 *	
	LT	1.00	100	1,600	0.063	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 37) BEVERLY DRIVE &amp; WILSHIRE BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.050	N-S(1): 0.175
	TH	2.00	440	3,200	0.138 *	N-S(2): 0.211 *
	LT	0.00	0	0	0.000	E-W(1): 0.379
Westbound	RT	0.00	74	0	0.000	E-W(2): 0.417 *
	TH	3.00	1,767	4,800	0.384 *	
	LT	1.00	193	1,600	0.121	V/C: 0.628
Northbound	RT	1.00	98	1,600	0.001	Lost Time: 0.100
	TH	2.00	561	3,200	0.175	ITS: 0.000
	LT	1.00	116	1,600	0.073 *	
Eastbound	RT	0.00	128	0	0.000	ICU: 0.728
	TH	3.00	1,109	4,800	0.258	
	LT	1.00	52	1,600	0.033 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,600	0.073	N-S(1): 0.218
	TH	2.00	478	3,200	0.149 *	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.477 *
Westbound	RT	0.00	104	0	0.000	E-W(2): 0.354
	TH	3.00	1,293	4,800	0.291	
	LT	1.00	201	1,600	0.126 *	V/C: 0.696
Northbound	RT	1.00	164	1,600	0.040	Lost Time: 0.100
	TH	2.00	696	3,200	0.218	ITS: 0.000
	LT	1.00	112	1,600	0.070 *	
Eastbound	RT	0.00	157	0	0.000	ICU: 0.796
	TH	3.00	1,526	4,800	0.351 *	
	LT	1.00	100	1,600	0.063	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 38) BEVERLY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.232 *
	TH	2.00	230	3,200	0.072	N-S(2): 0.152
	LT	1.00	77	1,600	0.048 *	E-W(1): 0.351
Westbound	RT	0.00	94	0	0.000	E-W(2): 0.472 *
	TH	3.00	2,173	4,800	0.472 *	V/C: 0.704
	LT	1.00	27	1,600	0.017	Lost Time: 0.100
Northbound	RT	0.00	19	0	0.000	ITS: -0.070
	TH	2.00	570	3,200	0.184 *	ICU: 0.734
	LT	1.00	128	1,600	0.080	LOS: C
Eastbound	RT	0.00	68	0	0.000	
	TH	3.00	1,534	4,800	0.334	
	LT	0.00	0	0	0.000 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.214 *
	TH	2.00	470	3,200	0.147	N-S(2): 0.210
	LT	1.00	131	1,600	0.082 *	E-W(1): 0.476 *
Westbound	RT	0.00	112	0	0.000	E-W(2): 0.400
	TH	3.00	1,809	4,800	0.400	V/C: 0.690
	LT	1.00	42	1,600	0.026 *	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	ITS: -0.070
	TH	2.00	388	3,200	0.132 *	ICU: 0.720
	LT	1.00	100	1,600	0.063	LOS: C
Eastbound	RT	0.00	110	0	0.000	
	TH	3.00	2,048	4,800	0.450 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 38) BEVERLY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: EXISTING CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.232 * N-S(2): 0.153 E-W(1): 0.353 E-W(2): 0.473 *
	TH	2.00	230	3,200	0.072	
	LT	1.00	77	1,600	0.048 *	
Westbound	RT	0.00	94	0	0.000	V/C: 0.705 Lost Time: 0.100 ITS: -0.070
	TH	3.00	2,175	4,800	0.473 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	19	0	0.000	ICU: 0.735
	TH	2.00	570	3,200	0.184 *	
	LT	1.00	129	1,600	0.081	
Eastbound	RT	0.00	73	0	0.000	LOS: C
	TH	3.00	1,542	4,800	0.336	
	LT	0.00	0	0	0.000 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.214 * N-S(2): 0.213 E-W(1): 0.477 * E-W(2): 0.402
	TH	2.00	470	3,200	0.147	
	LT	1.00	131	1,600	0.082 *	
Westbound	RT	0.00	112	0	0.000	V/C: 0.691 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,816	4,800	0.402	
	LT	1.00	42	1,600	0.026 *	
Northbound	RT	0.00	33	0	0.000	ICU: 0.721
	TH	2.00	388	3,200	0.132 *	
	LT	1.00	105	1,600	0.066	
Eastbound	RT	0.00	113	0	0.000	LOS: C
	TH	3.00	2,052	4,800	0.451 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 39) BEVERWIL DRIVE & OLYMPIC BOULEVARD  
**Description:** EXISTING CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane: 1600 vph	N-S Split Phase : N
Left Lane: 1600 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 7 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.139 N-S(2): 0.262 * E-W(1): 0.341 E-W(2): 0.516 *  V/C: 0.778 Lost Time: 0.100 ITS: -0.070  ICU: 0.808  LOS: D
	TH	2.00	259	3,200	0.125 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,269	4,800	0.473 *	
	LT	1.00	30	1,600	0.019	
Northbound	RT	0.00	88	0	0.000	
	TH	2.00	358	3,200	0.139	
	LT	1.00	219	1,600	0.137 *	
Eastbound	RT	0.00	29	0	0.000	
	TH	3.00	1,516	4,800	0.322	
	LT	1.00	68	1,600	0.043 *	

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	158	0	0.000	N-S(1): 0.112 N-S(2): 0.254 * E-W(1): 0.485 * E-W(2): 0.424  V/C: 0.739 Lost Time: 0.100 ITS: -0.070  ICU: 0.769  LOS: C
	TH	2.00	449	3,200	0.190 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,848	4,800	0.385	
	LT	1.00	62	1,600	0.039 *	
Northbound	RT	0.00	65	0	0.000	
	TH	2.00	294	3,200	0.112	
	LT	1.00	102	1,600	0.064 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	3.00	2,095	4,800	0.446 *	
	LT	1.00	62	1,600	0.039	

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 39) BEVERWIL DRIVE & OLYMPIC BOULEVARD  
**Description:** EXISTING PLUS PROJECT CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane: 1600 vph	N-S Split Phase : N
Left Lane: 1600 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 7 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.139 N-S(2): 0.262 * E-W(1): 0.344 E-W(2): 0.516 *  V/C: 0.778 Lost Time: 0.100 ITS: -0.070  ICU: 0.808  LOS: D
	TH	2.00	259	3,200	0.125 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,272	4,800	0.473 *	
	LT	1.00	30	1,600	0.019	
Northbound	RT	0.00	88	0	0.000	
	TH	2.00	358	3,200	0.139	
	LT	1.00	219	1,600	0.137 *	
Eastbound	RT	0.00	29	0	0.000	
	TH	3.00	1,529	4,800	0.325	
	LT	1.00	68	1,600	0.043 *	

**Date/Time:** PM PEAK HOUR (5:00-6:00)

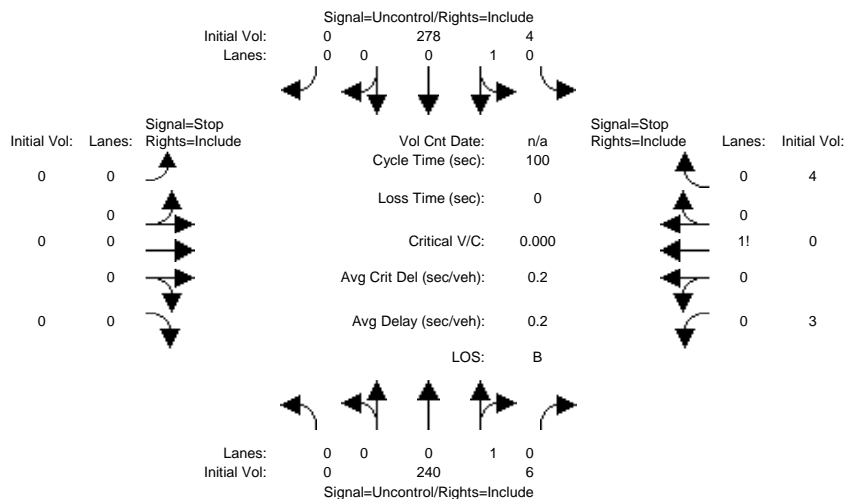
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	158	0	0.000	N-S(1): 0.112 N-S(2): 0.254 * E-W(1): 0.487 * E-W(2): 0.426  V/C: 0.741 Lost Time: 0.100 ITS: -0.070  ICU: 0.771  LOS: C
	TH	2.00	449	3,200	0.190 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	1,859	4,800	0.387	
	LT	1.00	62	1,600	0.039 *	
Northbound	RT	0.00	65	0	0.000	
	TH	2.00	294	3,200	0.112	
	LT	1.00	102	1,600	0.064 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	3.00	2,102	4,800	0.448 *	
	LT	1.00	62	1,600	0.039	

\* - Denotes critical movement



Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EXAM

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	240	6	4	278	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	6	4	278	0	0	0	0	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	6	4	278	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	382	10	6	443	0	0	0	0	5	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	382	10	6	443	0	0	0	0	5	0	6
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	392	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	842	842	387
Potent Cap.:	xxxx	xxxx	xxxxxx	1178	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	337	303	665
Move Cap.:	xxxx	xxxx	xxxxxx	1178	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	336	301	665
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	468	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.9	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.9	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 240 6	4 278 0	0 0 0 0	3 0 4
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.9

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=535]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 240 6	4 278 0	0 0 0 0	3 0 4
Major Street Volume:	528			
Minor Approach Volume:	7			
Minor Approach Volume Threshold:	390			

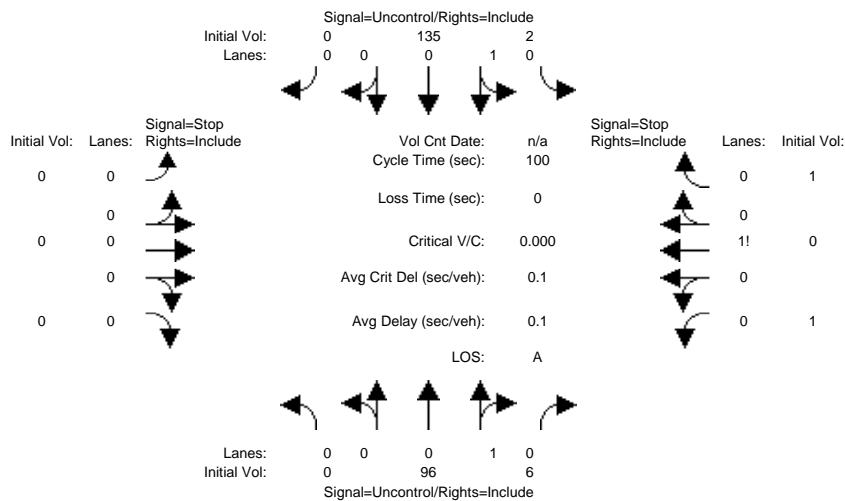
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EXPM

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	96	6	2	135	0	0	0	0	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	6	2	135	0	0	0	0	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	6	2	135	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	105	7	2	148	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	105	7	2	148	0	0	0	0	1	0	1
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	112	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	261	261	108
Potent Cap.:	xxxx	xxxx	xxxxxx	1491	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	733	647	951
Move Cap.:	xxxx	xxxx	xxxxxx	1491	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	732	647	951
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	827	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.4	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	A	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 96 6	2 135 0	0 0 0 0	1 0 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	9.4

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=241]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #40 Moreno Drive/Alley

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 96 6	2 135 0	0 0 0 0	1 0 1

Major Street Volume: 239  
 Minor Approach Volume: 2  
 Minor Approach Volume Threshold: 601

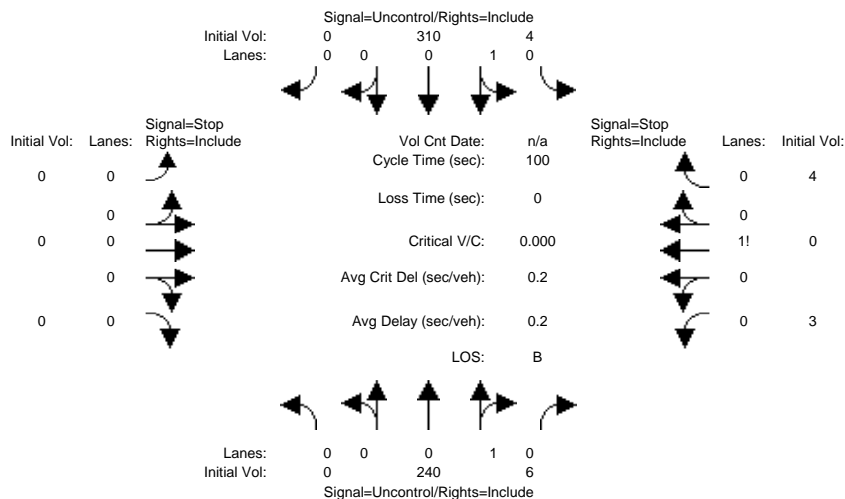
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPAM\_DWY

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	240	6	4	310	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	6	4	310	0	0	0	0	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	240	6	4	310	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	382	10	6	494	0	0	0	0	5	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	382	10	6	494	0	0	0	0	5	0	6
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	392	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	893	893	387
Potent Cap.:	xxxx	xxxx	xxxxxx	1178	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	314	283	665
Move Cap.:	xxxx	xxxx	xxxxxx	1178	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	313	281	665
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	449	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.2	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	13.2	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 240 6	4 310 0	0 0 0 0	3 0 4
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	13.2

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=567]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 240 6	4 310 0	0 0 0 0	3 0 4

Major Street Volume: 560  
 Minor Approach Volume: 7  
 Minor Approach Volume Threshold: 374

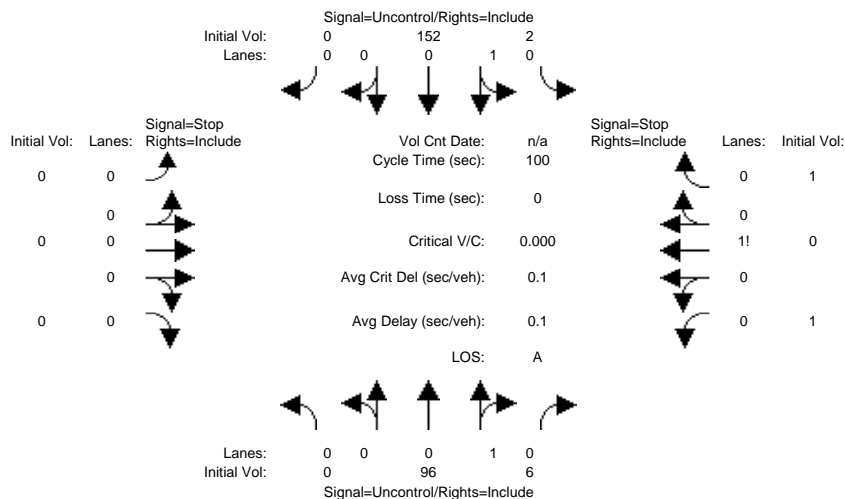
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPPM\_DWY

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	96	6	2	152	0	0	0	0	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	96	6	2	152	0	0	0	0	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	96	6	2	152	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	105	7	2	166	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	105	7	2	166	0	0	0	0	1	0	1
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	112	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	279	279	108
Potent Cap.:	xxxx	xxxx	xxxxxx	1491	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	715	632	951
Move Cap.:	xxxx	xxxx	xxxxxx	1491	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	714	631	951
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	816	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.4	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 96 6	2 152 0	0 0 0 0	1 0 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	9.4

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=258]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #40 Moreno Drive/Alley

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 96 6	2 152 0	0 0 0 0	1 0 1

Major Street Volume: 256  
 Minor Approach Volume: 2  
 Minor Approach Volume Threshold: 583

SIGNAL WARRANT DISCLAIMER

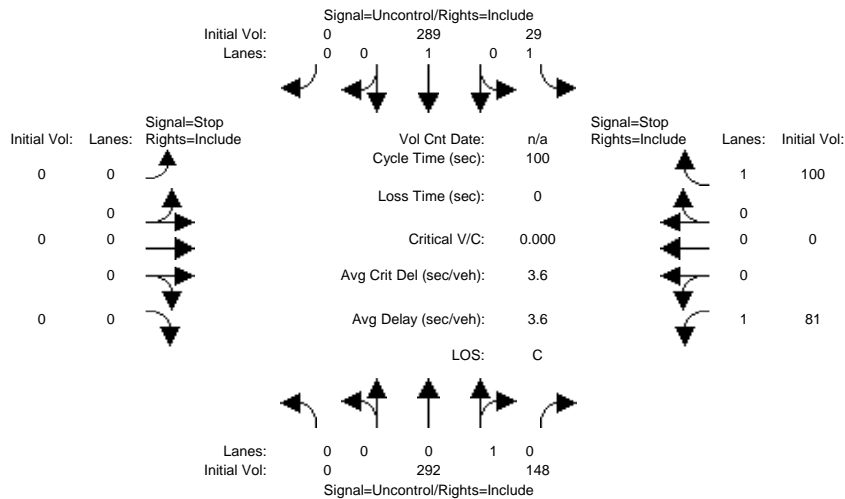
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EXAM

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	292	148	29	289	0	0	0	0	81	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	148	29	289	0	0	0	0	81	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	148	29	289	0	0	0	0	81	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	372	189	37	368	0	0	0	0	103	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	372	189	37	368	0	0	0	0	103	0	127
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	561	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	908	xxxx	466
Potent Cap.:	xxxx	xxxx	xxxxxx	1021	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	308	xxxx	601
Move Cap.:	xxxx	xxxx	xxxxxx	1021	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	300	xxxx	601
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	0.21
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.5	xxxx	0.8
Control Del:	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	23.2	xxxx	12.6
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	17.3		
ApproachLOS:	*	*	*	*	*	*	*	*	*	C		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 292 148	29 289 0	0 0 0 0	81 0 100
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	17.3

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.9]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=181]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=939]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 292 148	29 289 0	0 0 0 0	81 0 100
Major Street Volume:	758			
Minor Approach Volume:	181			
Minor Approach Volume Threshold:	493			

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
EXPM

Intersection #41: Moreno Dr/Spalding Dr

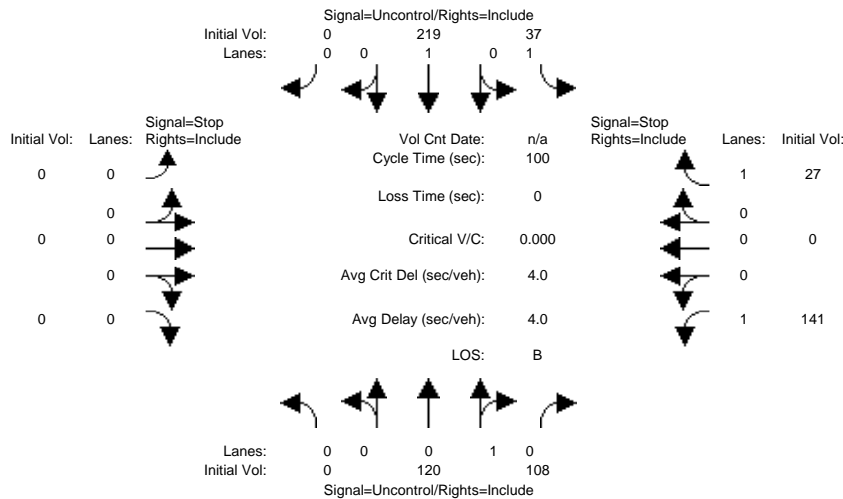


Table with columns for Street Name (Spalding Dr, Moreno Dr), Approach (North Bound, South Bound, East Bound, West Bound), and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
Intersection #41 Moreno Dr/Spalding Dr
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 120 108	37 219 0	0 0 0 0	141 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	13.9

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=168]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=652]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #41 Moreno Dr/Spalding Dr

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 120 108	37 219 0	0 0 0 0	141 0 27

Major Street Volume: 484  
 Minor Approach Volume: 168  
 Minor Approach Volume Threshold: 686

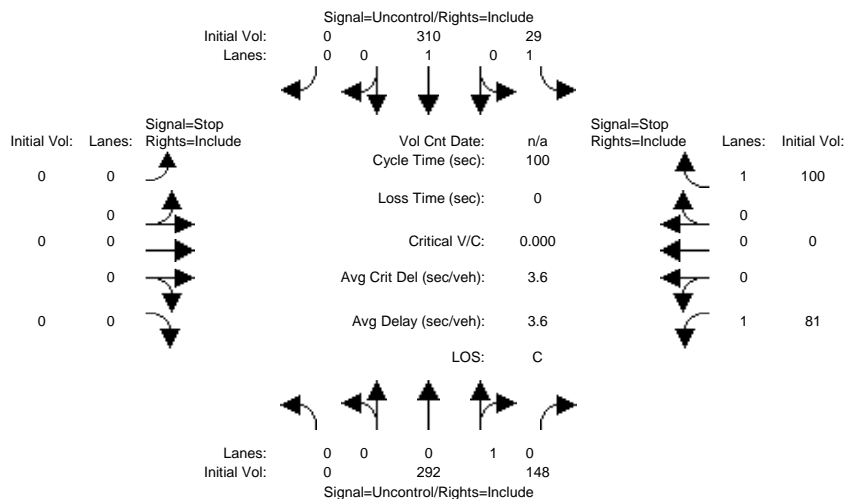
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPAM\_DWY

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Volume Module:	----- ----- ----- -----											
Base Vol:	0	292	148	29	310	0	0	0	0	81	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	148	29	310	0	0	0	0	81	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	292	148	29	310	0	0	0	0	81	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	372	189	37	395	0	0	0	0	103	0	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	372	189	37	395	0	0	0	0	103	0	127
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	561	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	935	xxxx	466
Potent Cap.:	xxxx	xxxx	xxxxxx	1021	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	297	xxxx	601
Move Cap.:	xxxx	xxxx	xxxxxx	1021	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	289	xxxx	601
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	xxxx	0.21
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.6	xxxx	0.8
Control Del:	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	24.2	xxxx	12.6
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	17.8			
ApproachLOS:	*	*	*	*	*	*	*	*	C			

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 292 148	29 310 0	0 0 0 0	81 0 100
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	17.8

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=181]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=960]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #41 Moreno Dr/Spalding Dr

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 292 148	29 310 0	0 0 0 0	81 0 100

Major Street Volume: 779

Minor Approach Volume: 181

Minor Approach Volume Threshold: 481

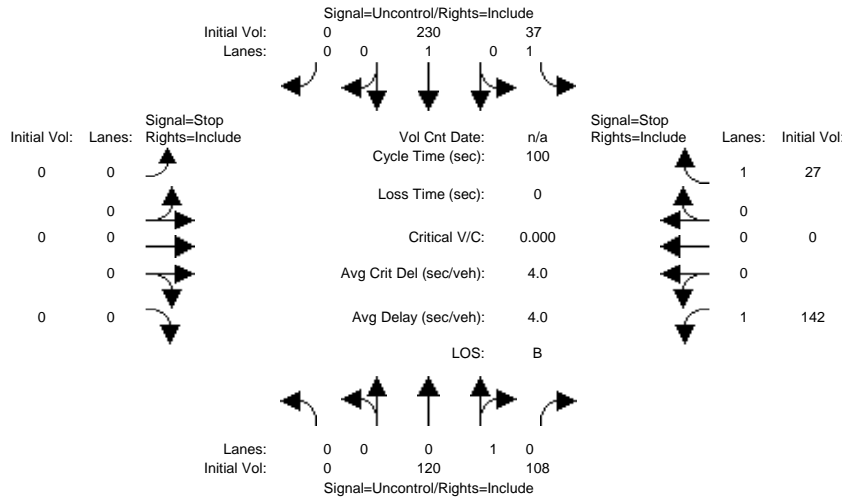
SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 EPPM\_DWY

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	120	108	37	230	0	0	0	0	142	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	120	108	37	230	0	0	0	0	142	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	120	108	37	230	0	0	0	0	142	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	129	116	40	247	0	0	0	0	153	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	129	116	40	247	0	0	0	0	153	0	29
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxxx	245	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	513	xxxx	187
Potent Cap.:	xxxx	xxxx	xxxxxx	1333	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	524	xxxx	860
Move Cap.:	xxxx	xxxx	xxxxxx	1333	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	513	xxxx	860
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	0.03
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.2	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	15.0	xxxx	9.3
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.1		
ApproachLOS:	*	*	*	*	*	*	*	*	*	B		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 120 108	37 230 0	0 0 0 0	142 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	14.1

Approach[westbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=169]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=664]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #41 Moreno Dr/Spalding Dr

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 120 108	37 230 0	0 0 0 0	142 0 27

Major Street Volume: 495  
 Minor Approach Volume: 169  
 Minor Approach Volume Threshold: 676

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



I/S #: 42	North-South Street:	Beverly Glen Blvd		Year of Count:	2011		Ambient Growth: (%):	1		Conducted by:	TF					
	East-West Street:	Pico Blvd		Projection Year:	2011		Peak Hour:	AM		Peak Hour:	AM					
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3				
	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
SOUTHBOUND	Left	336	2	185	0	336	2	185	0	336	2	185	0	336	2	185
	Left-Through		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
	Through-Right		0	0		0	0		0	0		0		0	0	0
	Right	262	1	0	0	262	1	0	0	262	1	0	0	262	1	0
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
EASTBOUND	Left	393	1	393	0	393	1	393	0	393	1	393	0	393	1	393
	Left-Through		0	0		0	0		0	0		0		0	0	0
	Through	1958	3	653	0	1958	3	653	0	1958	3	653	1	1959	3	653
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
WESTBOUND	Left	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
	Through	1300	2	535	0	1300	2	535	0	1300	2	535	3	1303	2	536
	Through-Right		1	535		535	1	535		535	1	535		535	1	536
	Right	305	0	305	0	305	0	305	0	305	0	305	0	305	0	305
	Left-Through-Right		0	0		0	0		0	0		0		0	0	0
	Left-Right		0	0		0	0		0	0		0		0	0	0
CRITICAL VOLUMES		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185		North-South: 185				
		East-West: 928		East-West: 928		East-West: 928		East-West: 928		East-West: 928		East-West: 928				
		SUM: 1113		SUM: 1113		SUM: 1113		SUM: 1113		SUM: 1113		SUM: 1114				
VOLUME/CAPACITY (V/C) RATIO:		0.781		0.781		0.781		0.781		0.781		0.782				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.681		0.681		0.681		0.681		0.681		0.682				
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.001  
Significant impacted? NO

I/S #: 42	North-South Street:	Beverly Glen Blvd		Year of Count:	2011		Ambient Growth: (%):	1		Conducted by:	TF								
	East-West Street:	Pico Blvd		Projection Year:	2011		Peak Hour:	PM		Peak Hour:	PM								
No. of Phases				3				3				3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3						
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0						
ATSAC-1 or ATCS-2?				2				2				2							
Override Capacity				0				0				0							
		2011 EXISTING COND.			2011 W/ AMBIENT GROWTH				2011 W/ RELATED PROJECTS				2011 W/ PROJECT						
MOVEMENT		Volume	No. of Lanes	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			
	Left-Through		0	0			0	0			0	0			0	0			
	Through	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			
	Right	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			
	Left-Right		0	0			0	0			0	0			0	0			
SOUTHBOUND	Left	338	2	186	0	338	2	186	0	338	2	186	0	338	2	186			
	Left-Through		0	0			0	0			0	0			0	0			
	Through	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			
	Right	367	1	77	0	367	1	77	0	367	1	77	0	367	1	77			
	Left-Through-Right		0	0			0	0			0	0			0	0			
EASTBOUND	Left	290	1	290	0	290	1	290	0	290	1	290	0	290	1	290			
	Left-Through		0	0			0	0			0	0			0	0			
	Through	1099	3	366	0	1099	3	366	0	1099	3	366	3	1102	3	367			
	Through-Right		0	0			0	0			0	0			0	0			
	Right	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			
WESTBOUND	Left	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			
	Through	1738	2	659	0	1738	2	659	0	1738	2	659	2	1740	2	659			
	Through-Right		1	659			1	659			1	659			1	659			
	Right	238	0	238	0	238	0	238	0	238	0	238	0	238	0	238			
	Left-Through-Right		0	0			0	0			0	0			0	0			
CRITICAL VOLUMES		North-South: 186		East-West: 949		SUM: 1135		North-South: 186		East-West: 949		SUM: 1135		North-South: 186		East-West: 949		SUM: 1135	
VOLUME/CAPACITY (V/C) RATIO:				0.796				0.796				0.796				0.797			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.696				0.696				0.696				0.697			
LEVEL OF SERVICE (LOS):				B				B				B				B			

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: 0.001  
Significant impacted? NO

# CMA Calculation Worksheet



I/S #: <b>1</b>	North-South Street:	<b>Beloit Ave/I-405 SB Ramps</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2016</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
SOUTHBOUND	Left	627	1	345	39	666	1	366	51	717	1	394	1	718	1	395
	Left-Through		1	481			1	511			1	534			1	534
	Through	263	0	0	16	279	0	0	0	279	0	0	0	279	0	0
	Through-Right		1	199			1	211			1	211			1	211
	Right	300	1	165	18	318	1	175	1	319	1	176	0	319	1	176
	Left-Through-Right		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
	Left-Through		0	0			0	0			0	0			0	0
	Through	1256	3	452	77	1333	3	479	200	1533	3	529	1	1534	3	530
	Through-Right		1	452			1	479			1	529			1	530
	Right	550	0	550	34	584	0	584	0	584	0	584	0	584	0	584
	Left-Through-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	605	2	333	37	642	2	353	25	667	2	367	8	675	2	371
	Left-Through		0	0			0	0			0	0			0	0
	Through	1351	3	450	83	1434	3	478	80	1514	3	505	5	1519	3	506
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
CRITICAL VOLUMES		North-South: 481		North-South: 511		North-South: 534		North-South: 534		North-South: 534		North-South: 534				
		East-West: 883		East-West: 937		East-West: 951		East-West: 951		East-West: 951		East-West: 955				
		SUM: 1364		SUM: 1448		SUM: 1485		SUM: 1485		SUM: 1485		SUM: 1490				
VOLUME/CAPACITY (V/C) RATIO:		0.957		1.016		1.042		1.042		1.042		1.045				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.857		0.916		0.942		0.942		0.942		0.945				
LEVEL OF SERVICE (LOS):		D		E		E		E		E		E				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	Beloit Ave/I-405 SB Ramps	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF								
1	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM								
	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?	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
	ATSAC-1 or ATCS-2?	2		2		2		2								
	Override Capacity	900		900		900		900								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left *	382	1	210	24	406	1	223	29	435	1	239	3	438	1	241
	Left-Through *+		1	387			1	411			1	425			1	426
	Through *	332	0	0	20	352	0	0	0	352	0	0		352	0	0
	Through-Right		1	216			1	229			1	229			1	229
	Right	220	1	121	14	234	1	128	2	236	1	130		236	1	130
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		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
	Left-Through		0	0			0	0			0	0			0	0
	Through*+	1287	3	413	79	1366	3	439	175	1541	3	482	4	1545	3	483
	Through-Right*		1	413			1	439			1	482			1	483
	Right*	366	0	366	23	389	0	389	0	389	0	389		389	0	389
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left*+	742	2	408	46	788	2	433	93	881	2	484	4	885	2	487
	Left-Through		0	0			0	0			0	0			0	0
	Through	831	3	277	51	882	3	294	254	1136	3	379	2	1138	3	379
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
	CRITICAL VOLUMES	North-South: 387 East-West: 821 SUM: 1209		North-South: 411 East-West: 872 SUM: 1283				North-South: 425 East-West: 967 SUM: 1392				North-South: 426 East-West: 970 SUM: 1396				
	VOLUME/CAPACITY (V/C) RATIO:	1.343		1.426				1.546				1.551				
	V/C LESS ATSAC/ATCS ADJUSTMENT:	1.243		1.326				1.446				1.451				
	LEVEL OF SERVICE (LOS):	F		F				F				F				

\* denotes reduced capacity (900)  
+ denotes critical turn movement

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.005

Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Cotner Ave/I-405 NB Ramps	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF									
2	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM									
No. of Phases		3			3			3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0								
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0								
ATSAC-1 or ATCS-2?		2			2			2									
Override Capacity					0			0									
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	665	1	366	41	706	1	388	0	706	1	388		706	1	388	
	Left-Through		1	520			1	552			1	565			1	565	
	Through	339	1	220	21	360	1	234	0	360	1	247		360	1	248	
	Through-Right		1	220			1	234			1	247			1	248	
	Right	716	1	394	44	760	1	418	90	850	1	468	2	852	1	469	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	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	
Left-Right		0	0			0	0			0	0			0	0		
EASTBOUND	Left	465	2	256	29	494	2	271	2	496	2	273		496	2	273	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1316	3	439	81	1397	3	466	249	1646	3	549	2	1648	3	549	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	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	
Left-Right		0	0			0	0			0	0			0	0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1375	4	344	85	1460	4	365	105	1565	4	391	12	1577	4	394	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	351	1	351	22	373	1	373	15	388	1	388	3	391	1	391	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
CRITICAL VOLUMES		North-South: 520		North-South: 552		North-South: 565		North-South: 565		North-South: 565		North-South: 565		North-South: 565		North-South: 565	
		East-West: 607		East-West: 644		East-West: 664		East-West: 664		East-West: 664		East-West: 667		East-West: 667		East-West: 667	
		SUM: 1126		SUM: 1196		SUM: 1229		SUM: 1229		SUM: 1229		SUM: 1232		SUM: 1232		SUM: 1232	
VOLUME/CAPACITY (V/C) RATIO:		0.790		0.839		0.862		0.862		0.862		0.865		0.865		0.865	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.690		0.739		0.762		0.762		0.762		0.765		0.765		0.765	
LEVEL OF SERVICE (LOS):		B		C		C		C		C		C		C		C	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.003**  
Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Cotner Ave/I-405 NB Ramps</b>	Year of Count:		2010	Ambient Growth: (%)		1	Added Volume		TF					
2	East-West Street:	<b>Santa Monica Blvd</b>	Projection Year:		2016	Peak Hour:		PM	Time of Day		PM					
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?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0					
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0					
ATSAC-1 or ATCS-2?		2			2			2			2					
Override Capacity		900			900			900			900					
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	306	1	168	19	325	1	179	0	325	1	179		325	1	179
	Left-Through*		1	360			1	382			1	389			1	390
	Through*+	439	1	222	27	466	1	236	0	466	1	243		466	1	244
	Through-Right		1	222			1	236			1	243			1	244
	Right	505	1	278	31	536	1	295	48	584	1	321	7	591	1	325
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left*+	435	2	239	27	462	2	254	1	463	2	255		463	2	255
	Left-Through		0	0			0	0			0	0			0	0
	Through	1226	3	409	75	1301	3	434	212	1513	3	504	7	1520	3	507
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0		0	0	0
	Left-Through		0	0			0	0			0	0			0	0
	Through*	1252	4	313	77	1329	4	332	347	1676	4	419	7	1683	4	421
	Through-Right		0	0			0	0			0	0			0	0
	Right*+	353	1	353	22	375	1	375	53	428	1	428	2	430	1	430
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 360 East-West: 592 SUM: 952		North-South: 382 East-West: 629 SUM: 1011		North-South: 389 East-West: 682 SUM: 1071		North-South: 390 East-West: 684 SUM: 1074								
VOLUME/CAPACITY (V/C) RATIO:		1.058		1.123		1.190		1.194								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.958		1.023		1.090		1.094								
LEVEL OF SERVICE (LOS):		E		F		F		F								

\* denotes reduced capacity (900)  
+ denotes critical turn movement

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.004**

Significant impacted? **NO**

# CMA Calculation Worksheet

<b>I/S #:</b> 3	North-South Street:	Sepulveda Blvd		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF		
	East-West Street:	Santa Monica Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM		
No. of Phases		4		4		4		4		4		4		4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
ATSA-1 or ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	175	1	175	11	186	1	186	15	201	1	201	201	1	201	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	892	2	446	55	947	2	473	2	949	2	474	949	2	474	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	140	1	64	9	149	1	68	3	152	1	68	152	1	68	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left	143	1	143	9	152	1	152	0	152	1	152	152	1	152	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	503	2	252	31	534	2	267	1	535	2	267	535	2	267	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	140	1	82	9	149	1	87	0	149	1	87	149	1	87	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	117	1	117	7	124	1	124	0	124	1	124	124	1	124	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1689	3	563	104	1793	3	598	316	2109	3	703	4	2113	3	704
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	246	1	159	15	261	1	168	23	284	1	184	284	1	184	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	152	1	152	9	161	1	161	5	166	1	166	166	1	166	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1424	3	475	88	1512	3	504	108	1620	3	540	16	1636	3	545
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	122	1	51	8	130	1	54	1	131	1	55	1	132	1	56
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 589		North-South: 625		North-South: 626		North-South: 626		North-South: 626		North-South: 626		North-South: 626		
		East-West: 715		East-West: 759		East-West: 869		East-West: 869		East-West: 871		East-West: 871		East-West: 871		
		SUM: 1304		SUM: 1384		SUM: 1496		SUM: 1496		SUM: 1497		SUM: 1497		SUM: 1497		
VOLUME/CAPACITY (V/C) RATIO:		0.948		1.007		1.088		1.088		1.088		1.088		1.089		
V/C LESS ATSA/ATCS ADJUSTMENT:		0.848		0.907		0.988		0.988		0.988		0.988		0.989		
LEVEL OF SERVICE (LOS):		D		E		E		E		E		E		E		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.001  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Sepulveda Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF								
3	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM								
	No. of Phases	4		4		4		4								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0		0		0								
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
	ATSAC-1 or ATCS-2?	2		2		2		2								
	Override Capacity			0		0		0								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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*	165	1	165	10	175	1	175	27	202	1	202		202	1	202
	Left-Through		0	0			0	0			0	0			0	0
	Through+	895	2	448	55	950	2	475	1	951	2	476		951	2	476
	Through-Right		0	0			0	0			0	0			0	0
	Right	233	1	169	14	247	1	179	5	252	1	183		252	1	183
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left+	105	1	105	6	111	1	111	3	114	1	114		114	1	114
	Left-Through		0	0			0	0			0	0			0	0
	Through	603	2	302	37	640	2	320	2	642	2	321		642	2	321
	Through-Right		0	0			0	0			0	0			0	0
	Right*	161	1	81	10	171	1	85	0	171	1	85		171	1	85
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left+	161	1	161	10	171	1	171	0	171	1	171		171	1	171
	Left-Through		0	0			0	0			0	0			0	0
	Through	1391	3	464	86	1477	3	492	244	1721	3	574	14	1735	3	578
	Through-Right		0	0			0	0			0	0			0	0
	Right	174	1	92	11	185	1	97	16	201	1	100		201	1	100
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	128	1	128	8	136	1	136	3	139	1	139		139	1	139
	Left-Through		0	0			0	0			0	0			0	0
	Through*+	1270	3	423	78	1348	3	449	373	1721	3	574	8	1729	3	576
	Through-Right		0	0			0	0			0	0			0	0
	Right	100	1	48	6	106	1	50	0	106	1	49		106	1	49
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
	CRITICAL VOLUMES	North-South: 553 East-West: 592 SUM: 1144		North-South: 586 East-West: 628 SUM: 1215				North-South: 590 East-West: 745 SUM: 1335				North-South: 590 East-West: 747 SUM: 1337				
	VOLUME/CAPACITY (V/C) RATIO:		0.832			0.883		1.300_F		0.971		1.303_F		0.973		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.732			0.783		1.200_F		0.871		1.203_F		0.873		
	LEVEL OF SERVICE (LOS):		C			C				D				D		

\* denotes reduced capacity (900)  
+ denotes critical turn movement

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.002

Significant impacted? NO



# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Veteran Ave</b>	Year of Count:		2010	Ambient Growth: (%)		1	Conducted by:		TF					
4	East-West Street:	<b>Santa Monica Blvd</b>	Projection Year:		2016	Peak Hour:		AM	Peak Hour:		AM					
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	64	1	64	4	68	1	68	0	68	1	68	68	1	68	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	324	0	0	20	344	0	0	0	344	0	0	344	0	0	
	Through-Right		1	361			1	383			1	385		1	385	
	Right	37	0	37	2	39	0	39	2	41	0	41	41	0	41	
	Left-Through-Right		0	0			0	0			0	0		0	0	
	Left-Right		0	0			0	0			0	0		0	0	
SOUTHBOUND	Left	98	1	98	6	104	1	104	2	106	1	106	106	1	106	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	114	0	0	7	121	0	0	0	121	0	0	121	0	0	
	Through-Right		1	176			1	187			1	187		1	187	
	Right	62	0	62	4	66	0	66	0	66	0	66	66	0	66	
	Left-Through-Right		0	0			0	0			0	0		0	0	
	Left-Right		0	0			0	0			0	0		0	0	
EASTBOUND	Left	93	1	93	6	99	1	99	0	99	1	99	99	1	99	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	1864	3	469	115	1979	3	498	319	2298	3	578	4	2302	3	579
	Through-Right		1	469			1	498			1	578		1	579	
	Right	13	0	13	1	14	0	14	0	14	0	14	14	0	14	
	Left-Through-Right		0	0			0	0			0	0		0	0	
	Left-Right		0	0			0	0			0	0		0	0	
WESTBOUND	Left	49	1	49	3	52	1	52	1	53	1	53	53	1	53	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	1507	3	502	93	1600	3	533	111	1711	3	570	16	1727	3	576
	Through-Right		0	0			0	0			0	0		0	0	
	Right	60	1	11	4	64	1	12	2	66	1	13	66	1	13	
	Left-Through-Right		0	0			0	0			0	0		0	0	
	Left-Right		0	0			0	0			0	0		0	0	
CRITICAL VOLUMES		<i>North-South:</i> 459		<i>North-South:</i> 487		<i>North-South:</i> 491		<i>North-South:</i> 491		<i>North-South:</i> 491		<i>North-South:</i> 491		<i>North-South:</i> 491		
		<i>East-West:</i> 595		<i>East-West:</i> 632		<i>East-West:</i> 669		<i>East-West:</i> 669		<i>East-West:</i> 674		<i>East-West:</i> 674		<i>East-West:</i> 674		
		<i>SUM:</i> 1054		<i>SUM:</i> 1119		<i>SUM:</i> 1160		<i>SUM:</i> 1160		<i>SUM:</i> 1166		<i>SUM:</i> 1166		<i>SUM:</i> 1166		
VOLUME/CAPACITY (V/C) RATIO:		0.740		0.785		0.814		0.814		0.814		0.818		0.818		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.640		0.685		0.714		0.714		0.714		0.718		0.718		
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.004**  
Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Veteran Ave</b>	Year of Count:		2010	Ambient Growth: (%)		1	Added Volume		TF					
4	East-West Street:	<b>Santa Monica Blvd</b>	Projection Year:		2016	Peak Hour:		PM	Time of Day		PM					
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		900		900		900		900		900						
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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*+	53	1	53	3	56	1	56	0	56	1	56		56	1	56
	Left-Through		0	0			0	0			0	0			0	0
	Through	285	0	0	18	303	0	0	0	303	0	0		303	0	0
	Through-Right		1	322			1	342			1	345			1	345
	Right	37	0	37	2	39	0	39	3	42	0	42		42	0	42
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	93	1	93	6	99	1	99	3	102	1	102		102	1	102
	Left-Through		0	0			0	0			0	0			0	0
	Through	363	0	0	22	385	0	0	0	385	0	0		385	0	0
	Through-Right+		1	414			1	439			1	439			1	439
	Right*	51	0	51	3	54	0	54	0	54	0	54		54	0	54
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left+	166	1	166	10	176	1	176	0	176	1	176		176	1	176
	Left-Through		0	0			0	0			0	0			0	0
	Through	1549	3	397	95	1644	3	421	251	1895	3	484	14	1909	3	487
	Through-Right		1	397			1	421			1	484			1	487
	Right	37	0	37	2	39	0	39	0	39	0	39		39	0	39
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	55	1	55	3	58	1	58	5	63	1	63		63	1	63
	Left-Through		0	0			0	0			0	0			0	0
	Through*+	1343	3	448	83	1426	3	475	375	1801	3	600	9	1810	3	603
	Through-Right		0	0			0	0			0	0			0	0
	Right	92	1	46	6	98	1	48	5	103	1	52		103	1	52
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		<i>North-South:</i> 467		<i>North-South:</i> 496		<i>North-South:</i> 496		<i>North-South:</i> 496		<i>North-South:</i> 496		<i>North-South:</i> 496				
		<i>East-West:</i> 614		<i>East-West:</i> 651		<i>East-West:</i> 651		<i>East-West:</i> 776		<i>East-West:</i> 776		<i>East-West:</i> 779				
		<i>SUM:</i> 1081		<i>SUM:</i> 1147		<i>SUM:</i> 1147		<i>SUM:</i> 1272		<i>SUM:</i> 1272		<i>SUM:</i> 1275				
VOLUME/CAPACITY (V/C) RATIO:		1.201		1.275		1.161		1.413		1.165		1.417				
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.101		1.175		1.061 F		1.313		1.065 F		1.317				
LEVEL OF SERVICE (LOS):		F		F				F				F				

\* denotes reduced capacity (900)  
 + denotes critical turn movement

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.004**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	Westwood Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF									
5	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM									
No. of Phases		4			4			4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0									
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0									
ATSAC-1 or ATCS-2?		2			2			2									
Override Capacity		0			0			0									
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	132	1	132	8	140	1	140	0	140	1	140		140	1	140	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	960	1	528	59	1019	1	560	5	1024	1	565		1024	1	565	
	Through-Right		1	528			1	560			1	565			1	565	
	Right	95	0	95	6	101	0	101	5	106	0	106		106	0	106	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	185	1	185	11	196	1	196	2	198	1	198		198	1	198	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	555	2	278	34	589	2	295	6	595	2	298		595	2	298	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	91	1	60	6	97	1	64	1	98	1	65		98	1	65	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	111	2	61	7	118	2	65	1	119	2	65		119	2	65	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1770	3	590	109	1879	3	626	318	2197	3	732	4	2201	3	734	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	97	1	31	6	103	1	33	0	103	1	33		103	1	33	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	207	2	114	13	220	2	121	1	221	2	121		221	2	121	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1374	3	458	85	1459	3	486	111	1570	3	523	16	1586	3	529	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	180	1	88	11	191	1	93	2	193	1	94		193	1	94	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 713 East-West: 704 SUM: 1416		North-South: 756 East-West: 747 SUM: 1503		North-South: 763 East-West: 854 SUM: 1617		North-South: 763 East-West: 855 SUM: 1618									
VOLUME/CAPACITY (V/C) RATIO:																	
V/C LESS ATSAC/ATCS ADJUSTMENT:																	
LEVEL OF SERVICE (LOS):																	

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.001**

Significant impacted? **NO**

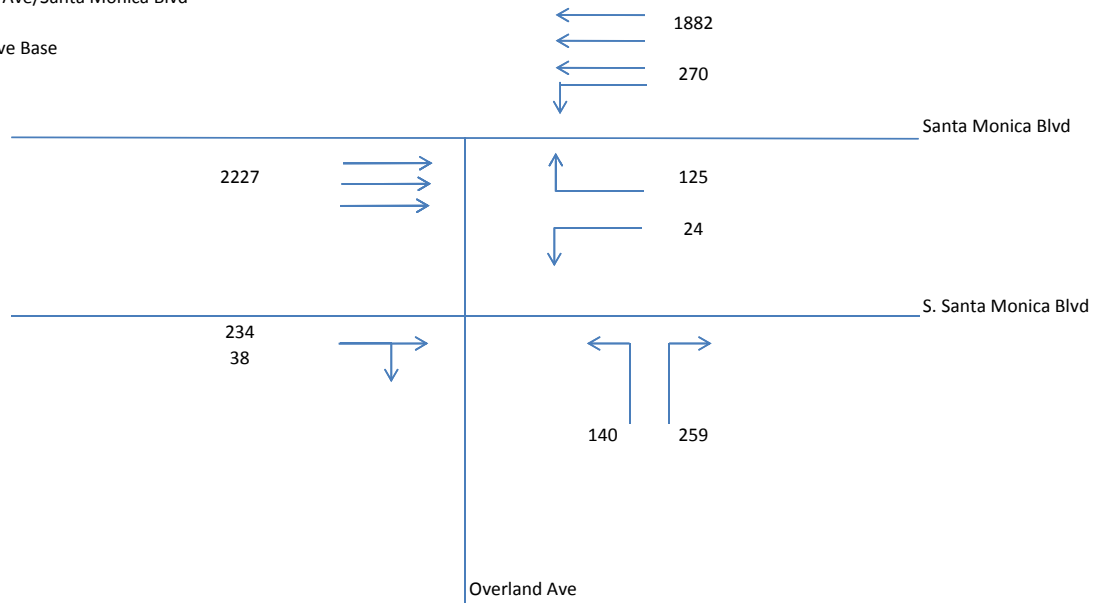
# CMA Calculation Worksheet

I/S #:	North-South Street:	Westwood Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF								
5	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM								
	No. of Phases	4		4		4		4								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0		0		0								
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
	ATSAC-1 or ATCS-2?	2		2		2		2								
	Override Capacity	0		0		0		0								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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	93	1	93	6	99	1	99	12	111	1	111		111	1	111
	Left-Through		0	0			0	0			0	0			0	0
	Through	894	1	502	55	949	1	533	15	964	1	552		964	1	552
	Through-Right		1	502			1	533			1	552			1	552
	Right	110	0	110	7	117	0	117	24	141	0	141		141	0	141
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	208	1	208	13	221	1	221	4	225	1	225		225	1	225
	Left-Through		0	0			0	0			0	0			0	0
	Through	1201	2	601	74	1275	2	637	23	1298	2	649		1298	2	649
	Through-Right		0	0			0	0			0	0			0	0
	Right	107	1	56	7	114	1	59	13	127	1	65		127	1	65
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	186	2	102	11	197	2	109	26	223	2	123		223	2	123
	Left-Through		0	0			0	0			0	0			0	0
	Through	1398	3	466	86	1484	3	495	207	1691	3	564	14	1705	3	568
	Through-Right		0	0			0	0			0	0			0	0
	Right	106	1	60	7	113	1	63	25	138	1	82		138	1	82
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	230	2	127	14	244	2	134	45	289	2	159		289	2	159
	Left-Through		0	0			0	0			0	0			0	0
	Through	1343	3	448	83	1426	3	475	358	1784	3	595	9	1793	3	598
	Through-Right		0	0			0	0			0	0			0	0
	Right	225	1	121	14	239	1	128	3	242	1	129		242	1	129
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
	CRITICAL VOLUMES	North-South: 710 East-West: 593 SUM: 1303	North-South: 754 East-West: 629 SUM: 1383	North-South: 777 East-West: 723 SUM: 1500	North-South: 777 East-West: 727 SUM: 1505											
	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	0.947 0.847 D	1.006 0.906 E	1.091 0.991 E	1.094 0.994 E											

NO INPUT ALLOWED  
INPUT DATA CELL

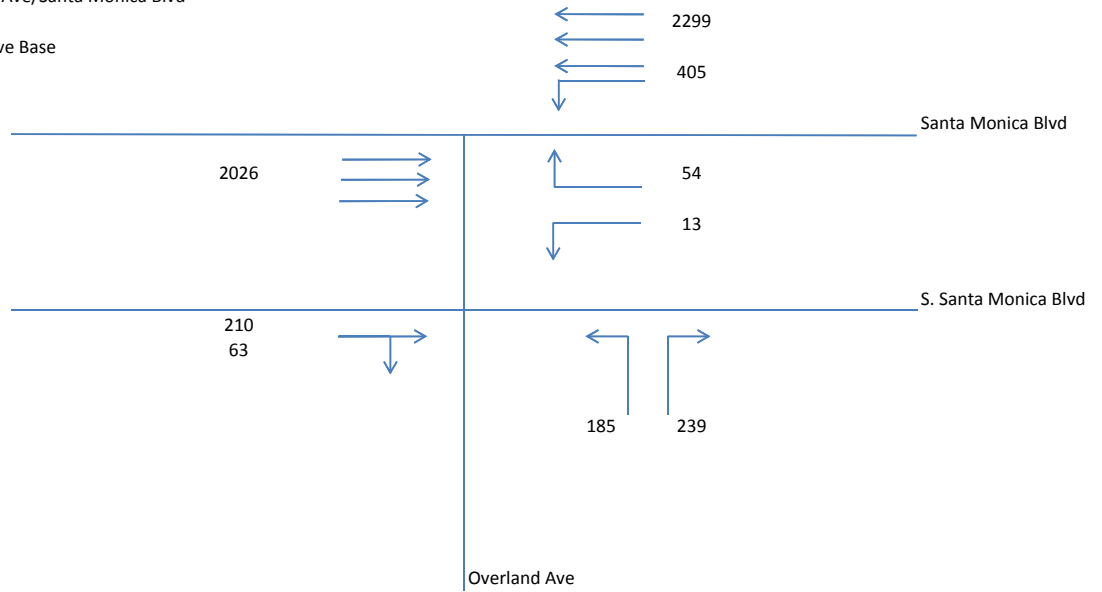
**PROJECT IMPACT**  
 Change in v/c due to project: 0.003  
 Significant impacted? NO

Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: AM  
 Scenario: Cumulative Base  
 Signal: ATCS



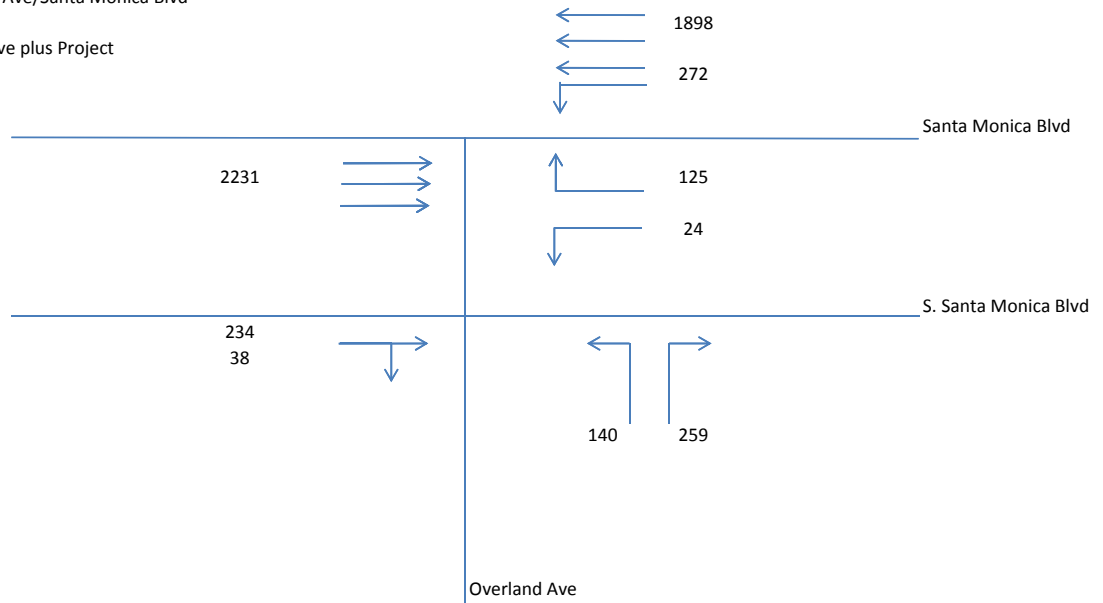
Phase 1	$\frac{270}{1}$	=	270				
Phase 2	$\frac{2227}{3}$	or	$\frac{272}{1}$	or	$\frac{1072}{3}$	=	742
Phase 3	$\frac{24}{1}$	or	$\frac{125}{1}$	=	125		
Phase 4	$\frac{140}{1}$	or	$\frac{259}{1}$	=	259		
Crit. Turn Vol Capacity	$\frac{270}{1}$	+	$\frac{742}{1375}$	+	$\frac{125}{1375}$	+	$\frac{259}{1375} = \frac{1396}{1375} = 1.015$
ATSC/ATSAC Reduction	1.015	-	0.1	=	<b>0.915</b>		
LOS	<b>E</b>						

Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: PM  
 Scenario: Cumulative Base  
 Signal: ATCS



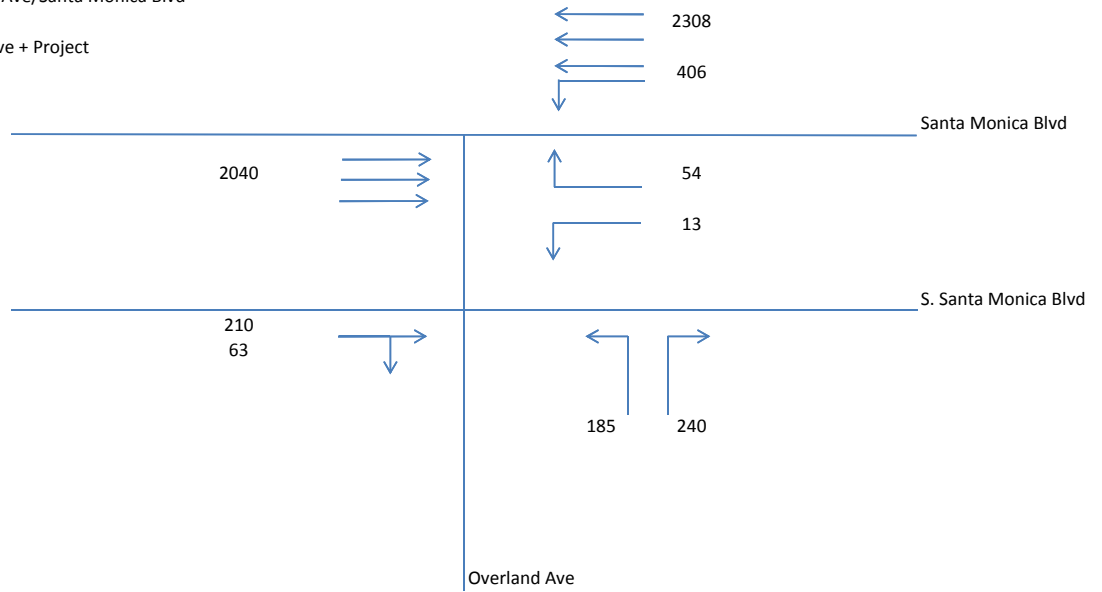
Phase 1	$\frac{405}{1}$	=	405				
Phase 2	$\frac{2026}{3}$	or	$\frac{273}{1}$	or	$\frac{1084}{3}$	=	675
Phase 3	$\frac{13}{1}$	or	$\frac{54}{1}$	=	54		
Phase 4	$\frac{185}{1}$	or	$\frac{239}{1}$	=	239		
Crit. Turn Vol Capacity	405	+	675	+	54	+	239 = $\frac{1373}{1375}$ = 0.999
ATSC/ATSAC Reduction	0.999	-	0.1	=	<b>0.899</b>		
LOS	<b>D</b>						

Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: AM  
 Scenario: Cumulative plus Project  
 Signal: ATCS



Phase 1	$\frac{272}{1}$	=	272				
Phase 2	$\frac{2231}{3}$	or	$\frac{272}{1}$	or	$\frac{1082}{3}$	=	744
Phase 3	$\frac{24}{1}$	or	$\frac{125}{1}$	=	125		
Phase 4	$\frac{140}{1}$	or	$\frac{259}{1}$	=	259		
Crit. Turn Vol Capacity	$\frac{272}{1}$	+	$\frac{744}{1375}$	+	$\frac{125}{1375}$	+	$\frac{259}{1375}$ = $\frac{1400}{1375}$ = 1.018
ATSC/ATSAC Reduction	1.018	-	0.1	=	<b>0.918</b>		
LOS	<b>E</b>						

Intersection #: 6  
 Intersection: Overland Ave/Santa Monica Blvd  
 Time Period: PM  
 Scenario: Cumulative + Project  
 Signal: ATCS



Phase 1	$\frac{406}{1}$	=	406								
Phase 2	$\frac{2040}{3}$	or	$\frac{273}{1}$	or	$\frac{1090}{3}$	= 680					
Phase 3	$\frac{13}{1}$	or	$\frac{54}{1}$	=	54						
Phase 4	$\frac{185}{1}$	or	$\frac{240}{1}$	=	240						
Crit. Turn Vol Capacity	406	+	680	+	54	+	240	=	$\frac{1380}{1375}$	=	1.004
ATSC/ATSAC Reduction	1.004	-	0.1	=	<b>0.904</b>						
LOS	<b>E</b>										



# CMA Calculation Worksheet

I/S #:	North-South Street:	Beverly Glen Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF								
7	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM								
No. of Phases		4			4			4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
ATSAC-1 or ATCS-2?		2			2			2								
Override Capacity		0			0			0								
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	146	2	80	9	155	2	85	0	155	2	85		155	2	85
	Left-Through		0	0			0	0			0	0			0	0
	Through	609	2	305	37	646	2	323	4	650	2	325		650	2	325
	Through-Right		0	0			0	0			0	0			0	0
	Right	169	1	138	10	179	1	147	29	208	1	173		208	1	172
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	550	2	303	34	584	2	321	30	614	2	338	1	615	2	338
	Left-Through		0	0			0	0			0	0			0	0
	Through	724	2	362	45	769	2	384	1	770	2	385		770	2	385
	Through-Right		0	0			0	0			0	0			0	0
	Right	141	1	101	9	150	1	107	0	150	1	107		150	1	107
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	147	2	81	9	156	2	86	0	156	2	86		156	2	86
	Left-Through		0	0			0	0			0	0			0	0
	Through	1855	3	618	114	1969	3	656	321	2290	3	763	4	2294	3	765
	Through-Right		0	0			0	0			0	0			0	0
	Right	119	1	79	7	126	1	84	0	126	1	84		126	1	84
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	112	2	62	7	119	2	65	11	130	2	71	1	131	2	72
	Left-Through		0	0			0	0			0	0			0	0
	Through	1263	3	421	78	1341	3	447	120	1461	3	487	18	1479	3	493
	Through-Right		0	0			0	0			0	0			0	0
	Right	145	1	0	9	154	1	0	8	162	1	0	2	164	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 607 East-West: 680 SUM: 1287		North-South: 644 East-West: 722 SUM: 1366		North-South: 663 East-West: 835 SUM: 1498		North-South: 663 East-West: 837 SUM: 1500								
VOLUME/CAPACITY (V/C) RATIO:		0.936		0.994		1.089		1.091								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.836		0.894		0.989		0.991								
LEVEL OF SERVICE (LOS):		D		D		E		E								

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.002**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	Beverly Glen Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF								
7	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM								
	No. of Phases	4		4		4		4								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0		0		0								
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
	ATSA-1 or ATCS-2?	2		2		2		2								
	Override Capacity	0		0		0		0								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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	105	2	58	6	111	2	61	0	111	2	61		111	2	61
	Left-Through		0	0			0	0			0	0			0	0
	Through	567	2	284	35	602	2	301	1	603	2	301		603	2	301
	Through-Right		0	0			0	0			0	0			0	0
	Right	122	1	54	8	130	1	57	45	175	1	87	1	176	1	88
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	262	2	144	16	278	2	153	25	303	2	167	2	305	2	168
	Left-Through		0	0			0	0			0	0			0	0
	Through	939	2	470	58	997	2	498	4	1001	2	500		1001	2	500
	Through-Right		0	0			0	0			0	0			0	0
	Right	87	1	25	5	92	1	27	0	92	1	27		92	1	27
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	224	2	123	14	238	2	131	0	238	2	131		238	2	131
	Left-Through		0	0			0	0			0	0			0	0
	Through	1396	3	465	86	1482	3	494	256	1738	3	579	15	1753	3	584
	Through-Right		0	0			0	0			0	0			0	0
	Right	203	1	174	12	215	1	185	0	215	1	185		215	1	185
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	248	2	136	15	263	2	145	55	318	2	175		318	2	175
	Left-Through		0	0			0	0			0	0			0	0
	Through	1762	3	587	108	1870	3	623	412	2282	3	761	9	2291	3	764
	Through-Right		0	0			0	0			0	0			0	0
	Right	524	1	452	32	556	1	480	34	590	1	507	1	591	1	507
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
	CRITICAL VOLUMES	North-South: 527 East-West: 711 SUM: 1238	North-South: 560 East-West: 754 SUM: 1314	North-South: 562 East-West: 892 SUM: 1453	North-South: 562 East-West: 895 SUM: 1456											
	VOLUME/CAPACITY (V/C) RATIO:	0.900	0.956	1.057	1.059											
	V/C LESS ATSA/ATCS ADJUSTMENT:	0.800	0.856	0.957	0.959											
	LEVEL OF SERVICE (LOS):	C	D	E	E											

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.002**

Significant impacted? **NO**

# CMA Calculation Worksheet

<b>I/S #:</b> 8	North-South Street:	Century Park West		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF		
	East-West Street:	Santa Monica Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM		
No. of Phases		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		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
ATSA-1 or ATCS-2?		2		2		2		2		2		2		2		
Override Capacity		0		0		0		0		0		0		0		
MOVEMENT		2011 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	74	1	41	5	79	1	43	23	102	1	56	102	1	56	
	Left-Through	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	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	109	1	18	7	116	1	19	3	119	1	20	1	120	1	20
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right		1	82	87	1	87	99	99	1	99	1	100	100	1	100	
SOUTHBOUND	Left	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	
	Through	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	
	Right	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	
Left-Right		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	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2352	3	784	145	2497	3	832	364	2861	3	954	5	2866	3	955
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	344	1	324	21	365	1	344	23	388	1	360	388	1	360	
	Left-Through-Right	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	
WESTBOUND	Left	152	2	84	9	161	2	89	4	165	2	91	3	168	2	93
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1424	3	475	88	1512	3	504	121	1633	3	544	21	1654	3	551
	Through-Right	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	
	Left-Through-Right	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	
CRITICAL VOLUMES		North-South: 82		868		North-South: 87		921		North-South: 99		1045		North-South: 100		
		East-West: 868		921		East-West: 921		1045		East-West: 1045		1048		East-West: 1048		
		SUM: 950		1008		SUM: 1008		1144		SUM: 1144		SUM: 1147		SUM: 1147		
VOLUME/CAPACITY (V/C) RATIO:		0.667		0.708		0.803		0.803		0.805		0.805		0.805		
V/C LESS ATSA/ATCS ADJUSTMENT:		0.567		0.608		0.703		0.703		0.705		0.705		0.705		
LEVEL OF SERVICE (LOS):		A		B		C		C		C		C		C		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 8	North-South Street:	Century Park West		Year of Count:		2010		Ambient Growth: (%)		1		Added Volume		TF			
	East-West Street:	Santa Monica Blvd		Projection Year:		2016		Peak Hour:		PM		Time of Day		PM			
No. of Phases		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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
ATSA-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	344	1	189	21	365	1	201	84	449	1	247	449	1	247		
	Left-Through	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		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	192	1	73	12	204	1	77	7	211	1	79	4	215	1	81	
	Left-Through-Right	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		
	Left-Through	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		
	Through-Right	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		
	Left-Through-Right	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		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1742	3	581	107	1849	3	616	272	2121	3	707	18	2139	3	713	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	197	1	102	12	209	1	109	65	274	1	151	274	1	151		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	119	2	65	7	126	2	69	7	133	2	73	2	135	2	74	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	2017	3	672	124	2141	3	714	432	2573	3	858	11	2584	3	861	
	Through-Right	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		
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 241		North-South: 256		North-South: 297		North-South: 299		East-West: 672		East-West: 714		East-West: 858		East-West: 861	
SUM:		914		970		1155		1160		SUM:		SUM:		SUM:		SUM:	
VOLUME/CAPACITY (V/C) RATIO:		0.641		0.681		0.810		0.814		V/C LESS ATSA/ATCS ADJUSTMENT:		0.541		0.710		0.714	
LEVEL OF SERVICE (LOS):		A		A		C		C		PROJECT IMPACT		Change in v/c due to project: 0.004		Significant impacted? NO			

NO INPUT ALLOWED  
INPUT DATA CELL

Change in v/c due to project: 0.004  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Avenue of the Stars	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF								
9	East-West Street:	Santa Monica Blvd	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM								
	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?	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0	NB--- 0    SB--- 0								
	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
	ATSAC-1 or ATCS-2?	0		0		0		0								
	Override Capacity	0		0		0		0								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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	224	3	83	14	238	3	88	36	274	3	101	274	3	101	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0	0			0	0			0	0		0	0	
	Right	295	2	0	18	313	2	0	50	363	2	0	2	365	2	0
	Left-Through-Right		0	0			0	0			0	0		0	0	0
	Left-Right		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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0			0	0			0	0		0	0	0
	Left-Right		0	0			0	0			0	0		0	0	0
EASTBOUND	Left	20	1	20	1	21	1	21	1	22	1	22	22	1	22	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	1782	4	446	110	1892	4	473	157	2049	4	512	6	2055	4	514
	Through-Right		0	0			0	0			0	0		0	0	0
	Right	666	1	625	41	707	1	663	211	918	1	867	918	1	867	
	Left-Through-Right		0	0			0	0			0	0		0	0	0
	Left-Right		0	0			0	0			0	0		0	0	0
WESTBOUND	Left	598	2	329	37	635	2	349	230	865	2	476	10	875	2	481
	Left-Through		0	0			0	0			0	0		0	0	0
	Through	1496	3	499	92	1588	3	529	88	1676	3	559	24	1700	3	567
	Through-Right		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
	Left-Through-Right		0	0			0	0			0	0		0	0	0
	Left-Right		0	0			0	0			0	0		0	0	0
	CRITICAL VOLUMES	North-South: 83 East-West: 953 SUM: 1036		North-South: 88 East-West: 1012 SUM: 1100				North-South: 101 East-West: 1343 SUM: 1444				North-South: 101 East-West: 1348 SUM: 1450				
	VOLUME/CAPACITY (V/C) RATIO:		0.727				0.772				1.014				1.017	
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.727				0.772				1.014				1.017	
	LEVEL OF SERVICE (LOS):		C				C				F				F	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.003  
 Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 9	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Added Volume		TF		
	East-West Street:	Santa Monica Blvd		Projection Year:		2016		Peak Hour:		PM		Time of Day		PM		
No. of Phases		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		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
ATSA-1 or ATCS-2?		1		1		1		1		1		1		1		
Override Capacity		0		0		0		0		0		0		0		
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	631	3	233	39	670	3	248	207	877	3	324	877	3	324	
	Left-Through	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	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	512	2	193	31	543	2	205	198	741	2	275	9	750	2	274
	Left-Through-Right	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	
	Left-Through	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	
	Through-Right	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	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	34	1	34	2	36	1	36	10	46	1	46	46	1	46	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1518	4	380	93	1611	4	403	187	1798	4	450	22	1820	4	455
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	294	1	177	18	312	1	188	79	391	1	229	391	1	229	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	322	2	177	20	342	2	188	141	483	2	266	21	504	2	277
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1788	3	596	110	1898	3	633	238	2136	3	712	13	2149	3	716
	Through-Right	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	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 233		North-South: 248		North-South: 324		North-South: 324		North-South: 324		North-South: 324		North-South: 324		
		East-West: 630		East-West: 669		East-West: 758		East-West: 758		East-West: 758		East-West: 758		East-West: 758		
		SUM: 863		SUM: 917		SUM: 1083		SUM: 1083		SUM: 1083		SUM: 1083		SUM: 1083		
VOLUME/CAPACITY (V/C) RATIO:		0.606		0.643		0.760		0.760		0.760		0.760		0.763		
V/C LESS ATSA/ATCS ADJUSTMENT:		0.536		0.573		0.690		0.690		0.690		0.690		0.693		
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.003  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Century Park East		Year of Count:		2010	Ambient Growth: (%)		1	Conducted by:		TF				
10	East-West Street:	Santa Monica Blvd		Projection Year:		2016	Peak Hour:		AM	Peak Hour:		AM				
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?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2				2			2			2				
Override Capacity		0				0			0			0				
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	99	2	54	6	105	2	58	1	106	2	58	5	106	2	58
	Left-Through	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
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	229	2	0	14	243	2	0	23	266	2	0	5	271	2	0
	Left-Through-Right	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
SOUTHBOUND	Left	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
	Through	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
	Right	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
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	4	1	4	0	4	1	4	0	4	1	4	4	4	1	4
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1377	4	344	85	1462	4	365	205	1667	4	417	13	1680	4	420
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	483	1	456	30	513	1	484	0	513	1	484	5	513	1	484
	Left-Through-Right	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
WESTBOUND	Left	789	2	434	49	838	2	461	3	841	2	462	5	846	2	465
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1986	4	497	122	2108	4	527	279	2387	4	597	34	2421	4	605
	Through-Right	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
	Left-Through-Right	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
CRITICAL VOLUMES		North-South: 54 East-West: 890 SUM: 944		North-South: 58 East-West: 944 SUM: 1002		North-South: 58 East-West: 946 SUM: 1004		North-South: 58 East-West: 949 SUM: 1007		North-South: 58 East-West: 949 SUM: 1007		North-South: 58 East-West: 949 SUM: 1007				
VOLUME/CAPACITY (V/C) RATIO:		0.663		0.703		0.705		0.705		0.705		0.707				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.563		0.603		0.603		0.605		0.605		0.607				
LEVEL OF SERVICE (LOS):		A		B		B		B		B		B				

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.002

Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> <b>10</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Added Volume		<b>TF</b>			
	East-West Street:	<b>Santa Monica Blvd</b>		Projection Year:		<b>2016</b>		Peak Hour:		<b>PM</b>		Time of Day		<b>PM</b>			
No. of Phases		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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0		
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
<b>MOVEMENT</b>		<b>2010 EXISTING COND.</b>			<b>2016 W/ AMBIENT GROWTH</b>				<b>2016 W/ RELATED PROJECTS</b>				<b>2016 W/ PROJECT</b>				
		Volume	No. of Lanes	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	
<b>NORTHBOUND</b>	Left	342	2	188	21	363	2	200	9	372	2	205	9	372	2	205	
	Left-Through	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	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	717	2	327	44	761	2	347	83	844	2	391	18	862	2	400	
	Left-Through-Right	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		
<b>SOUTHBOUND</b>	Left	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	
	Through	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	
	Right	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	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>EASTBOUND</b>	Left	18	1	18	1	19	1	19	0	19	1	19	0	19	1	19	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	2038	4	510	125	2163	4	541	366	2529	4	632	49	2578	4	645	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	284	1	190	17	301	1	202	2	303	1	201	2	303	1	201	
	Left-Through-Right	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		
<b>WESTBOUND</b>	Left	244	2	134	15	259	2	142	6	265	2	146	3	268	2	147	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1768	4	442	109	1877	4	469	365	2242	4	560	33	2275	4	569	
	Through-Right	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	
	Left-Through-Right	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		
<b>CRITICAL VOLUMES</b>		North-South: 327		North-South: 347		North-South: 391		North-South: 391		North-South: 400		North-South: 400		North-South: 400		North-South: 400	
		East-West: 644		East-West: 683		East-West: 778		East-West: 778		East-West: 792		East-West: 792		East-West: 792		East-West: 792	
		SUM: 971		SUM: 1031		SUM: 1169		SUM: 1169		SUM: 1192		SUM: 1192		SUM: 1192		SUM: 1192	
VOLUME/CAPACITY (V/C) RATIO:		0.681		0.723		0.821		0.821		0.821		0.821		0.837		0.837	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.581		0.623		0.721		0.721		0.721		0.721		0.737		0.737	
LEVEL OF SERVICE (LOS):		A		B		C		C		C		C		C		C	

**PROJECT IMPACT**

Change in v/c due to project: **0.016**  
 Significant impacted? **NO**

NO INPUT ALLOWED  
 INPUT DATA CELL

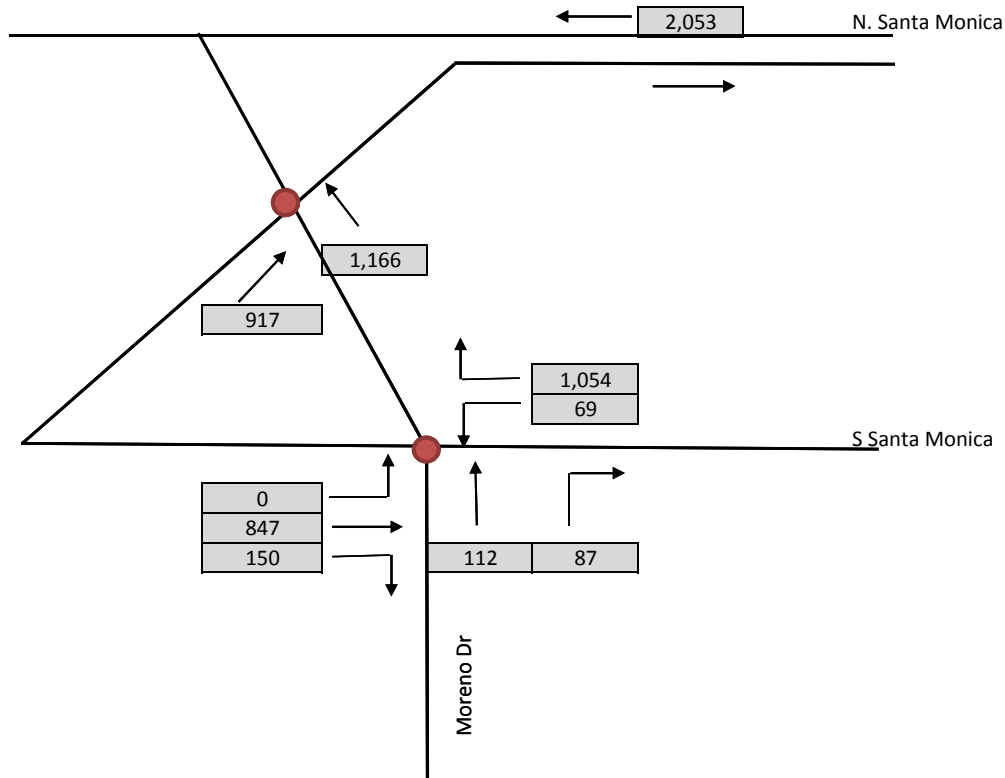


# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Cumulative Base

**Peak Hour:** AM



$$\begin{aligned}
 \text{Phase 1} &= \text{Max} \left[ \frac{2053}{3} \text{ or } \frac{917}{2} \text{ or } \text{Max} \left[ \frac{0}{1} \text{ or } \frac{997}{2} \right] \right] \\
 &= \text{Max} [ 684 \text{ or } 459 \text{ or } 499 ] \\
 &= 684
 \end{aligned}$$

$$\begin{aligned}
 \text{Phase 2} &= \text{Max} \left[ \frac{1166}{2} \text{ or } \left[ \frac{199}{1} + \text{Max} \left[ \frac{1054}{2} \text{ or } \frac{69}{1} \right] \right] \right] \\
 &= \text{Max} [ 583 \text{ or } 199 + \text{Max} [ 527 \text{ or } 69 ] ] \\
 &= 726
 \end{aligned}$$

**Critical Volumes** = 1,410

$$\text{V/C} = \frac{1,410}{1,375} - 0.10 \text{ (ATSAC \& ATCS)}$$

$$= 1.026 - 0.10$$

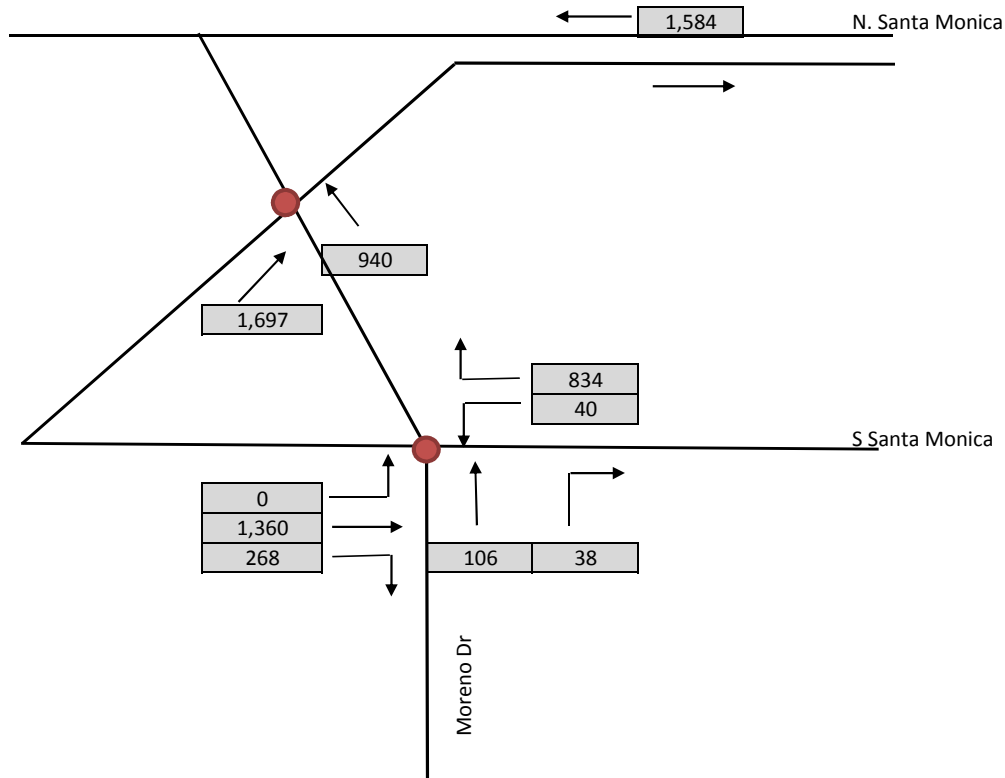
$$= \mathbf{0.926} \quad \text{LOS} \quad \mathbf{E}$$

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Cumulative Base

**Peak Hour:** PM



**Phase 1**

$$\text{Max} \left[ \frac{1584}{3} \text{ or } \frac{1697}{2} \text{ or } \text{Max} \left[ \frac{0}{1} \text{ or } \frac{1628}{2} \right] \right]$$

$$= \text{Max} [ 528 \text{ or } 849 \text{ or } 814 ]$$

$$= 849$$

**Phase 2**

$$\text{Max} \left[ \frac{940}{2} \text{ or } \left[ \frac{144}{1} + \text{Max} \left[ \frac{834}{2} \text{ or } \frac{40}{1} \right] \right] \right]$$

$$= \text{Max} [ 470 \text{ or } 144 + \text{Max} [ 417 \text{ or } 40 ] ]$$

$$= 561$$

**Critical Volumes** = 1,410

**V/C** =  $\frac{1,410}{1,375} - 0.10$  (ATSAC & ATCS)

= 1.025 - 0.10

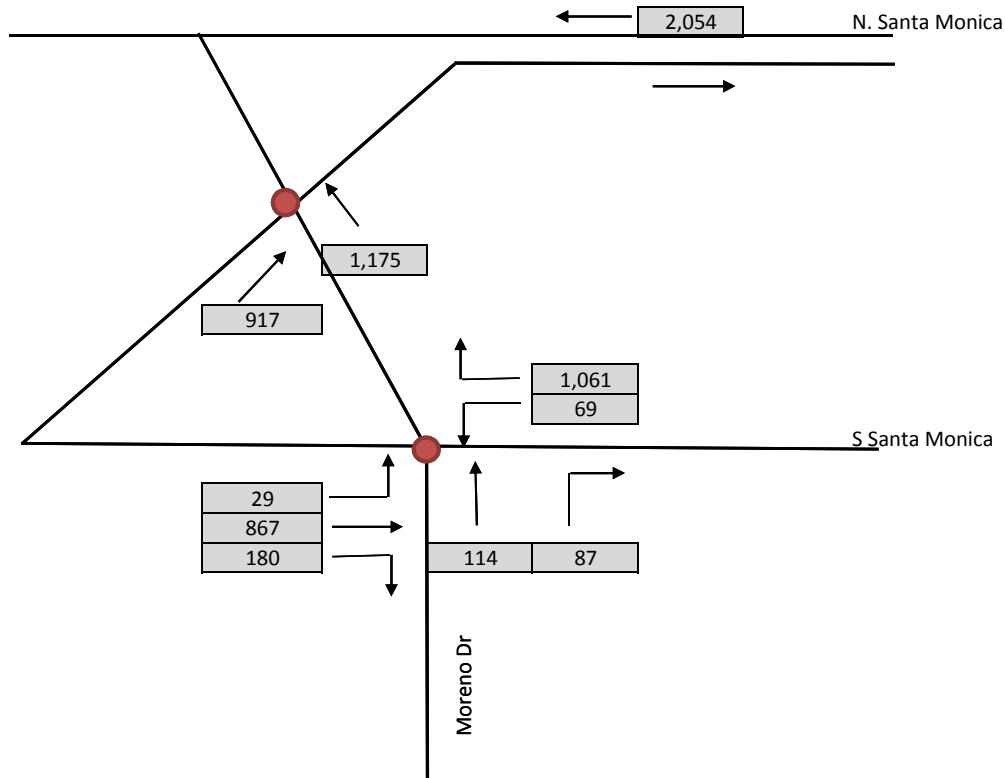
= **0.925 LOS E**

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Cumulative+Project

**Peak Hour:** AM



**Phase 1**

$$\text{Max} \left[ \frac{2054}{3} \text{ or } \frac{917}{2} \text{ or } \text{Max} \left[ \frac{29}{1} \text{ or } \frac{1047}{2} \right] \right]$$

$$= \text{Max} [ 685 \text{ or } 459 \text{ or } 524 ]$$

$$= 685$$

**Phase 2**

$$\text{Max} \left[ \frac{1175}{2} \text{ or } \left[ \frac{201}{1} + \text{Max} \left[ \frac{1061}{2} \text{ or } \frac{69}{1} \right] \right] \right]$$

$$= \text{Max} [ 588 \text{ or } 201 + \text{Max} [ 531 \text{ or } 69 ] ]$$

$$= 732$$

**Critical Volumes** = 1,416

$$\text{V/C} = \frac{1,416}{1,375} - 0.10 \text{ (ATSAC \& ATCS)}$$

$$= 1.030 - 0.10$$

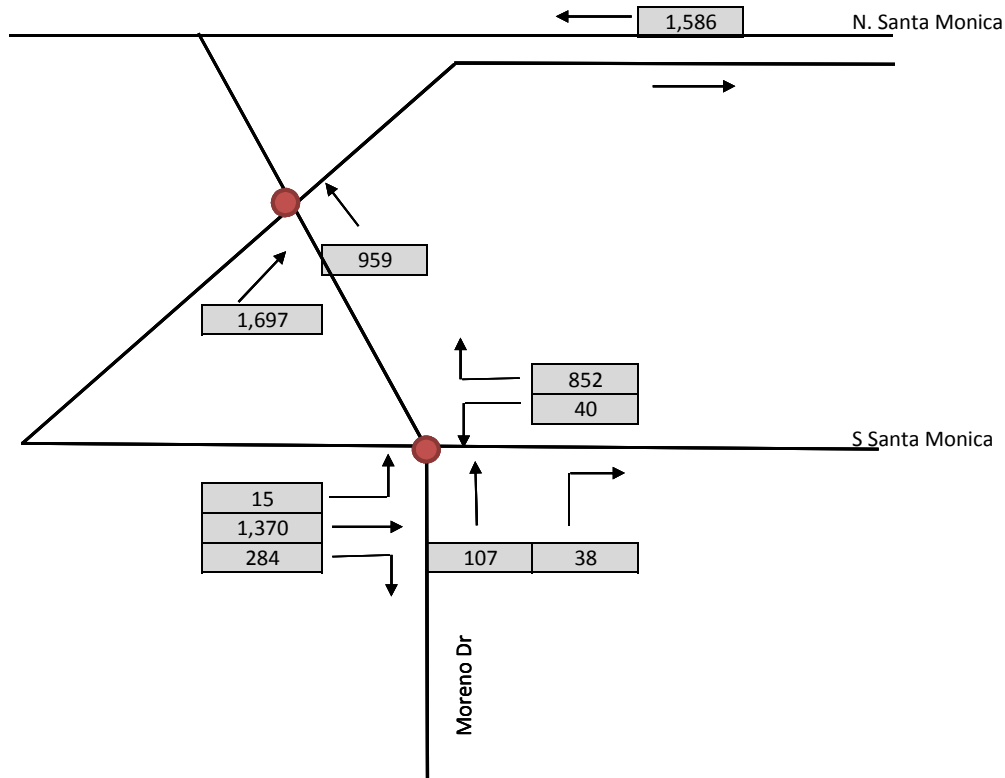
$$= \mathbf{0.930} \quad \mathbf{LOS \ E}$$

# CMA Calculation Worksheet

**Intersection:** Santa Monica Boulevard and Moreno Dr

**Scenario:** Cumulative + Project

**Peak Hour:** PM



$$\begin{aligned}
 \text{Phase 1} &= \text{Max} \left[ \frac{1586}{3} \text{ or } \frac{1697}{2} \text{ or } \text{Max} \left[ \frac{15}{1} \text{ or } \frac{1654}{2} \right] \right] \\
 &= \text{Max} [ 529 \text{ or } 849 \text{ or } 827 ] \\
 &= 849
 \end{aligned}$$

$$\begin{aligned}
 \text{Phase 2} &= \text{Max} \left[ \frac{959}{2} \text{ or } \left[ \frac{145}{1} + \text{Max} \left[ \frac{852}{2} \text{ or } \frac{40}{1} \right] \right] \right] \\
 &= \text{Max} [ 480 \text{ or } 145 + \text{Max} [ 426 \text{ or } 40 ] ] \\
 &= 571
 \end{aligned}$$

**Critical Volumes** = 1,420

$$\text{V/C} = \frac{1,420}{1,375} - 0.10 \text{ (ATSAC \& ATCS)}$$

$$= 1.032 - 0.10$$

$$= \mathbf{0.932} \quad \mathbf{LOS \ E}$$

# CMA Calculation Worksheet

I/S #:	North-South Street:	Moreno Dr	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF								
12	East-West Street:	Durant Dr	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM								
No. of Phases		3			3			3								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0							
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0							
ATSAC-1 or ATCS-2?		0			0			0								
Override Capacity		0			0			0								
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	7	128	1	128	0	128	1	128	0	128	1	128
	Left-Through		0	0			0	0			0	0			0	0
	Through	116	0	0	7	123	0	0	0	123	0	0	0	123	0	0
	Through-Right		1	210			1	223			1	223			1	223
	Right	94	0	94	6	100	0	100	0	100	0	100	0	100	0	100
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	32	1	32	2	34	1	34	0	34	1	34	11	45	1	45
	Left-Through		0	0			0	0			0	0			0	0
	Through	129	0	0	8	137	0	0	7	144	0	0	21	165	0	0
	Through-Right		1	290			1	308			1	315			1	336
	Right	161	0	161	10	171	0	171	0	171	0	171	0	171	0	171
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	58	1	58	4	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0	0			0	0			0	0			0	0
	Through	87	1	87	5	92	1	92	0	92	1	92	0	92	1	92
	Through-Right		0	0			0	0			0	0			0	0
	Right	101	1	41	6	107	1	43	0	107	1	43	0	107	1	43
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	69		69	4	73	0	73	0	73	0	73	0	73	0	73
	Left-Through		0	0			0	0			0	0			0	0
	Through	141	0	0	9	150	0	0	0	150	0	0	0	150	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	81	0	81	5	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		1	291			1	309			1	309			1	309
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 411 East-West: 349 SUM: 760		North-South: 436 East-West: 370 SUM: 807		North-South: 443 East-West: 370 SUM: 814		North-South: 464 East-West: 370 SUM: 835								
VOLUME/CAPACITY (V/C) RATIO:		0.533		0.566		0.571		0.586								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.533		0.566		0.571		0.586								
LEVEL OF SERVICE (LOS):		A		A		A		A								

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.015  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Moreno Dr	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF									
12	East-West Street:	Durant Dr	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM									
No. of Phases		3			3			3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0								
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0								
ATSAC-1 or ATCS-2?		0			0			0									
Override Capacity		0			0			0									
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	63	0	0	4	67	0	0	4	71	0	0	4	71	0	0	
	Through-Right		1	92			1	98			1	102			1	102	
	Right	29	0	29	2	31	0	31	0	31	0	31	0	31	0	31	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	79	1	79	5	84	1	84	0	84	1	84	6	90	1	90	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	191	0	0	12	203	0	0	41	244	0	0	11	255	0	0	
	Through-Right		1	203			1	215			1	256			1	267	
	Right	12	0	12	1	13	0	13	0	13	0	13	0	13	0	13	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	10	1	10	1	11	1	11	0	11	1	11	0	11	1	11	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	10	1	10	1	11	1	11	0	11	1	11	0	11	1	11	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	13	1	5	1	14	1	5	0	14	1	5	0	14	1	5	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	34		34	2	36	0	36	0	36	0	36	0	36	0	36	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	9	0	0	1	10	0	0	0	10	0	0	0	10	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	60	0	60	4	64	0	64	0	64	0	64	0	64	0	64	
	Left-Through-Right		1	103			1	109			1	109			1	109	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 219		North-South: 232		North-South: 273		North-South: 284		East-West: 113		East-West: 120		East-West: 120		East-West: 120	
		East-West: 113		East-West: 120		East-West: 120		East-West: 120		SUM: 393		SUM: 404		SUM: 404			
		SUM: 332		SUM: 352		SUM: 393		SUM: 404									
VOLUME/CAPACITY (V/C) RATIO:																	
V/C LESS ATSAC/ATCS ADJUSTMENT:																	
LEVEL OF SERVICE (LOS):																	
		0.233		0.247		0.276		0.284									
		0.233		0.247		0.276		0.284									
		A		A		A		A									

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.008  
 Significant impacted? NO

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 12) MORENO DRIVE &amp; DURANT DRIVE</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	171	0	0.000	N-S(1): 0.160
	TH	1.00	144	1,600	0.197 *	N-S(2): 0.277 *
	LT	1.00	34	1,600	0.021	E-W(1): 0.104
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.231 *
	TH	1.00	149	1,600	0.193 *	V/C: 0.508
	LT	0.00	73	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	1.00	123	1,600	0.139	ICU: 0.608
	LT	1.00	128	1,600	0.080 *	LOS: B
Eastbound	RT	1.00	107	1,600	0.027	
	TH	1.00	92	1,600	0.058	
	LT	1.00	61	1,600	0.038 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.117
	TH	1.00	243	1,600	0.160 *	N-S(2): 0.171 *
	LT	1.00	84	1,600	0.053	E-W(1): 0.030
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.076 *
	TH	1.00	10	1,600	0.069 *	V/C: 0.247
	LT	0.00	36	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	31	0	0.000	ITS: 0.000
	TH	1.00	71	1,600	0.064	ICU: 0.347
	LT	1.00	17	1,600	0.011 *	LOS: A
Eastbound	RT	1.00	14	1,600	0.003	
	TH	1.00	11	1,600	0.007	
	LT	1.00	11	1,600	0.007 *	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 12) MORENO DRIVE &amp; DURANT DRIVE</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	171	0	0.000	N-S(1): 0.166
	TH	1.00	165	1,600	0.210 *	N-S(2): 0.290 *
	LT	1.00	43	1,600	0.027	E-W(1): 0.104
Westbound	RT	0.00	88	0	0.000	E-W(2): 0.232 *
	TH	1.00	149	1,600	0.194 *	V/C: 0.522
	LT	0.00	73	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	1.00	123	1,600	0.139	ICU: 0.622
	LT	1.00	128	1,600	0.080 *	LOS: B
Eastbound	RT	1.00	107	1,600	0.027	
	TH	1.00	92	1,600	0.058	
	LT	1.00	61	1,600	0.038 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.120
	TH	1.00	254	1,600	0.167 *	N-S(2): 0.178 *
	LT	1.00	89	1,600	0.056	E-W(1): 0.030
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.076 *
	TH	1.00	10	1,600	0.069 *	V/C: 0.254
	LT	0.00	36	1,600	0.023	Lost Time: 0.100
Northbound	RT	0.00	31	0	0.000	ITS: 0.000
	TH	1.00	71	1,600	0.064	ICU: 0.354
	LT	1.00	17	1,600	0.011 *	LOS: A
Eastbound	RT	1.00	14	1,600	0.003	
	TH	1.00	11	1,600	0.007	
	LT	1.00	11	1,600	0.007 *	

\* - Denotes critical movement



**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 13) CHARLEVILLE BOULEVARD & S SANTA MONICA BOULEVARD  
**Description:** CUMULATIVE BASE CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.080 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.038
	LT	0.00	0	0	0.000 *	E-W(1): 0.459 *
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.354
	TH	2.00	998	3,200	0.337	
	LT	1.00	265	1,600	0.166 *	V/C: 0.539
Northbound	RT	1.00	122	1,600	0.000	Lost Time: 0.100
	TH	1.00	68	1,600	0.080 *	ITS: 0.000
	LT	0.00	60	1,600	0.038	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.639
	TH	2.00	860	3,200	0.293 *	
	LT	0.00	27	1,600	0.017	LOS: B

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.088 *
	TH	1.00	2	1,600	0.039	N-S(2): 0.085
	LT	0.00	51	1,600	0.032 *	E-W(1): 0.510 *
Westbound	RT	0.00	28	0	0.000	E-W(2): 0.246
	TH	2.00	741	3,200	0.240	
	LT	1.00	100	1,600	0.063 *	V/C: 0.598
Northbound	RT	1.00	66	1,600	0.010	Lost Time: 0.100
	TH	1.00	15	1,600	0.056 *	ITS: 0.000
	LT	0.00	74	1,600	0.046	
Eastbound	RT	0.00	116	0	0.000	ICU: 0.698
	TH	2.00	1,304	3,200	0.447 *	
	LT	0.00	10	1,600	0.006	LOS: B

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b>						
<b>Intersection: 13) CHARLEVILLE BOULEVARD &amp; S SANTA MONICA BOULEVARD</b>						
<b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.082 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.039
	LT	0.00	0	0	0.000 *	E-W(1): 0.465 *
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.355
	TH	2.00	1,002	3,200	0.338	
	LT	1.00	265	1,600	0.166 *	V/C: 0.547
Northbound	RT	1.00	124	1,600	0.000	Lost Time: 0.100
	TH	1.00	68	1,600	0.082 *	ITS: 0.000
	LT	0.00	63	1,600	0.039	
Eastbound	RT	0.00	54	0	0.000	ICU: 0.647
	TH	2.00	877	3,200	0.299 *	
	LT	0.00	27	1,600	0.017	LOS: B
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.089 *
	TH	1.00	2	1,600	0.039	N-S(2): 0.087
	LT	0.00	51	1,600	0.032 *	E-W(1): 0.513 *
Westbound	RT	0.00	28	0	0.000	E-W(2): 0.251
	TH	2.00	757	3,200	0.245	
	LT	1.00	100	1,600	0.063 *	V/C: 0.602
Northbound	RT	1.00	67	1,600	0.011	Lost Time: 0.100
	TH	1.00	15	1,600	0.057 *	ITS: 0.000
	LT	0.00	76	1,600	0.048	
Eastbound	RT	0.00	117	0	0.000	ICU: 0.702
	TH	2.00	1,313	3,200	0.450 *	
	LT	0.00	10	1,600	0.006	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 14) WILSHIRE BOULEVARD AND N SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	SBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.20	626	1,917	0.327	N-S(1): 0.215 N-S(2): 0.329 * E-W(1): 0.444 E-W(2): 0.768 *
	TH	2.80	1,464	4,483	0.327 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	12	0	0.000	V/C: 1.097 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,809	4,800	0.379 *	
	LT	1.00	181	1,600	0.113	
Northbound	RT	1.00	75	1,600	0.000	ICU: 1.197
	TH	2.00	686	3,200	0.215	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	47	0	0.000	LOS: F
	TH	3.00	1,544	4,800	0.331	
	LT	1.00	622	1,600	0.389 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.54	649	2,465	0.263	N-S(1): 0.283 * N-S(2): 0.263 E-W(1): 0.504 E-W(2): 0.812 *
	TH	2.46	1,036	3,935	0.263	
	LT	0.00	0	0	0.000 *	
Westbound	RT	0.00	16	0	0.000	V/C: 1.095 Lost Time: 0.100 ITS: 0.000
	TH	3.00	1,772	4,800	0.373 *	
	LT	1.00	244	1,600	0.153	
Northbound	RT	1.00	121	1,600	0.076	ICU: 1.195
	TH	2.00	906	3,200	0.283 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	32	0	0.000	LOS: F
	TH	2.88	1,588	4,614	0.351	
	LT	1.12	627	1,429	0.439 *	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 14) WILSHIRE BOULEVARD AND N SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :	SBR					
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.20	626	1,917	0.327	N-S(1): 0.215
	TH	2.80	1,464	4,483	0.327 *	N-S(2): 0.329 *
	LT	0.00	0	0	0.000	E-W(1): 0.445
Westbound	RT	0.00	17	0	0.000	E-W(2): 0.769 *
	TH	3.00	1,809	4,800	0.380 *	
	LT	1.00	182	1,600	0.114	V/C: 1.098
Northbound	RT	1.00	75	1,600	0.000	Lost Time: 0.100
	TH	2.00	686	3,200	0.215	ITS: 0.000
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	47	0	0.000	ICU: 1.198
	TH	3.00	1,544	4,800	0.331	
	LT	1.00	622	1,600	0.389 *	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.54	649	2,465	0.263	N-S(1): 0.283 *
	TH	2.46	1,036	3,935	0.263	N-S(2): 0.263
	LT	0.00	0	0	0.000 *	E-W(1): 0.505
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.812 *
	TH	3.00	1,772	4,800	0.373 *	
	LT	1.00	246	1,600	0.154	V/C: 1.095
Northbound	RT	1.00	121	1,600	0.076	Lost Time: 0.100
	TH	2.00	906	3,200	0.283 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	32	0	0.000	ICU: 1.195
	TH	2.88	1,588	4,614	0.351	
	LT	1.12	627	1,429	0.439 *	LOS: F

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 15) WILSHIRE BOULEVARD AND S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	320	0	0.000	N-S(1): 0.219
	TH	2.00	958	3,200	0.399 *	N-S(2): 0.450 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.544 *
Westbound	RT	0.00	63	0	0.000	E-W(2): 0.477
	TH	3.00	1,628	4,800	0.352	V/C: 0.994
	LT	1.00	328	1,600	0.205 *	Lost Time: 0.100
Northbound	RT	1.00	376	1,600	0.133	ITS: 0.000
	TH	2.00	640	3,200	0.200	
	LT	1.00	81	1,600	0.051 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.094
	TH	3.00	1,283	4,800	0.339 *	
	LT	0.00	200	1,600	0.125	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	301	0	0.000	N-S(1): 0.354 *
	TH	2.00	530	3,200	0.260	N-S(2): 0.316
	LT	1.00	69	1,600	0.043 *	E-W(1): 0.536 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.497
	TH	3.00	1,651	4,800	0.361	V/C: 0.890
	LT	1.00	294	1,600	0.184 *	Lost Time: 0.100
Northbound	RT	1.00	354	1,600	0.129	ITS: 0.000
	TH	2.00	995	3,200	0.311 *	
	LT	1.00	89	1,600	0.056	
Eastbound	RT	0.00	45	0	0.000	ICU: 0.990
	TH	3.00	1,427	4,800	0.352 *	
	LT	0.00	217	1,600	0.136	LOS: E

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 15) WILSHIRE BOULEVARD AND S SANTA MONICA BOULEVARD  
**Description:** CUMULATIVE PLUS PROJECT CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	320	0	0.000	N-S(1): 0.221
	TH	2.00	961	3,200	0.400 *	N-S(2): 0.454 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.545 *
Westbound	RT	0.00	63	0	0.000	E-W(2): 0.478
	TH	3.00	1,629	4,800	0.353	V/C: 0.999
	LT	1.00	330	1,600	0.206 *	Lost Time: 0.100
Northbound	RT	1.00	383	1,600	0.136	ITS: 0.000
	TH	2.00	646	3,200	0.202	
	LT	1.00	86	1,600	0.054 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 1.099
	TH	3.00	1,283	4,800	0.339 *	
	LT	0.00	200	1,600	0.125	LOS: F

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	301	0	0.000	N-S(1): 0.355 *
	TH	2.00	540	3,200	0.263	N-S(2): 0.321
	LT	1.00	69	1,600	0.043 *	E-W(1): 0.540 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.497
	TH	3.00	1,653	4,800	0.361	V/C: 0.895
	LT	1.00	300	1,600	0.188 *	Lost Time: 0.100
Northbound	RT	1.00	358	1,600	0.130	ITS: 0.000
	TH	2.00	998	3,200	0.312 *	
	LT	1.00	92	1,600	0.058	
Eastbound	RT	0.00	45	0	0.000	ICU: 0.995
	TH	3.00	1,427	4,800	0.352 *	
	LT	0.00	217	1,600	0.136	LOS: E

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 16) ROXBURY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.132 *
	TH	0.00	0	0	0.000	N-S(2): 0.021
	LT	0.00	0	0	0.000 *	E-W(1): 0.204
Westbound	RT	0.00	81	0	0.000	E-W(2): 0.532 *
	TH	2.00	1,350	3,200	0.447 *	V/C: 0.664
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	211	1,600	0.132 *	ITS: 0.000
	TH	2.00	105	3,200	0.033	
	LT	1.00	33	1,600	0.021	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.764
	TH	2.00	654	3,200	0.204	
	LT	1.00	136	1,600	0.085 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.261 *
	TH	0.00	0	0	0.000	N-S(2): 0.062
	LT	0.00	0	0	0.000 *	E-W(1): 0.358
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.418 *
	TH	2.00	804	3,200	0.282 *	V/C: 0.679
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	418	1,600	0.261 *	ITS: 0.000
	TH	2.00	328	3,200	0.103	
	LT	1.00	99	1,600	0.062	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.779
	TH	2.00	1,144	3,200	0.358	
	LT	1.00	218	1,600	0.136 *	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 16) ROXBURY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.132 *
	TH	0.00	0	0	0.000	N-S(2): 0.021
	LT	0.00	0	0	0.000 *	E-W(1): 0.206
Westbound	RT	0.00	81	0	0.000	E-W(2): 0.533 *
	TH	2.00	1,353	3,200	0.448 *	V/C: 0.665
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	211	1,600	0.132 *	ITS: 0.000
	TH	2.00	105	3,200	0.033	ICU: 0.765
	LT	1.00	33	1,600	0.021	LOS: C
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	660	3,200	0.206	
	LT	1.00	136	1,600	0.085 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.261 *
	TH	0.00	0	0	0.000	N-S(2): 0.062
	LT	0.00	0	0	0.000 *	E-W(1): 0.358
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.421 *
	TH	2.00	814	3,200	0.285 *	V/C: 0.682
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	418	1,600	0.261 *	ITS: 0.000
	TH	2.00	328	3,200	0.103	ICU: 0.782
	LT	1.00	99	1,600	0.062	LOS: C
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	1,147	3,200	0.358	
	LT	1.00	218	1,600	0.136 *	

\* - Denotes critical movement



<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 17) BEDFORD DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.086	N-S(1): 0.047
	TH	2.00	417	3,200	0.130 *	N-S(2): 0.130 *
	LT	1.00	75	1,600	0.047	E-W(1): 0.478
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.497 *
	TH	2.00	1,273	3,200	0.497 *	V/C: 0.627
	LT	0.00	318	1,600	0.199	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	228	0	0.000	ICU: 0.727
	TH	2.00	666	3,200	0.279	
	LT	0.00	0	0	0.000 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	82	1,600	0.051	N-S(1): 0.050
	TH	2.00	187	3,200	0.058 *	N-S(2): 0.058 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.704 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.346
	TH	2.00	773	3,200	0.346	V/C: 0.762
	LT	0.00	335	1,600	0.209 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	216	0	0.000	ICU: 0.862
	TH	2.00	1,368	3,200	0.495 *	
	LT	0.00	0	0	0.000	LOS: D

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 17) BEDFORD DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	139	1,600	0.087	N-S(1): 0.047
	TH	2.00	417	3,200	0.130 *	N-S(2): 0.130 *
	LT	1.00	75	1,600	0.047	E-W(1): 0.480
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.498 *
	TH	2.00	1,274	3,200	0.498 *	
	LT	0.00	318	1,600	0.199	V/C: 0.628
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	228	0	0.000	ICU: 0.728
	TH	2.00	672	3,200	0.281	
	LT	0.00	0	0	0.000 *	LOS: C
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	87	1,600	0.054	N-S(1): 0.050
	TH	2.00	187	3,200	0.058 *	N-S(2): 0.058 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.705 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.348
	TH	2.00	778	3,200	0.348	
	LT	0.00	335	1,600	0.209 *	V/C: 0.763
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	216	0	0.000	ICU: 0.863
	TH	2.00	1,371	3,200	0.496 *	
	LT	0.00	0	0	0.000	LOS: D

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 18) ROXBURY DRIVE/BRIGHTON DRIVE & WILSHIRE BOULEVARD  
**Description:** CUMULATIVE BASE CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	176	1,600	0.110 *	N-S(1): 0.063
	TH	2.00	127	3,200	0.040	N-S(2): 0.110 *
	LT	0.00	0	0	0.000	E-W(1): 0.392
Westbound	RT	0.00	181	0	0.000	E-W(2): 0.602 *
	TH	3.00	1,840	4,800	0.421 *	
	LT	1.00	59	1,600	0.037	V/C: 0.712
Northbound	RT	1.00	100	1,600	0.063	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.812
	TH	3.00	1,663	4,800	0.355	
	LT	1.00	289	1,600	0.181 *	LOS: D

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.111 *	N-S(1): 0.082
	TH	2.00	279	3,200	0.087	N-S(2): 0.111 *
	LT	0.00	0	0	0.000	E-W(1): 0.482
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.629 *
	TH	3.00	1,933	4,800	0.421 *	
	LT	1.00	68	1,600	0.043	V/C: 0.740
Northbound	RT	1.00	131	1,600	0.082	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.840
	TH	3.00	2,032	4,800	0.439	
	LT	1.00	333	1,600	0.208 *	LOS: D

\* - Denotes critical movement

**Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)**  
**Intersection: 18) ROXBURY DRIVE/BRIGHTON DRIVE & WILSHIRE BOULEVARD**  
**Description: CUMULATIVE PLUS PROJECT CONDITIONS**

**Date/Time: AM PEAK HOUR (7:30-8:30)**

Thru Lane: 1600 vph	N-S Split Phase : N
Left Lane: 1600 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 0 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	176	1,600	0.110 *	N-S(1): 0.063
	TH	2.00	127	3,200	0.040	N-S(2): 0.110 *
	LT	0.00	0	0	0.000	E-W(1): 0.394
Westbound	RT	0.00	181	0	0.000	E-W(2): 0.602 *
	TH	3.00	1,842	4,800	0.421 *	
	LT	1.00	59	1,600	0.037	V/C: 0.712
Northbound	RT	1.00	100	1,600	0.063	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.812
	TH	3.00	1,672	4,800	0.357	
	LT	1.00	289	1,600	0.181 *	LOS: D

**Date/Time: PM PEAK HOUR (5:00-6:00)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.111 *	N-S(1): 0.082
	TH	2.00	279	3,200	0.087	N-S(2): 0.111 *
	LT	0.00	0	0	0.000	E-W(1): 0.483
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.631 *
	TH	3.00	1,941	4,800	0.423 *	
	LT	1.00	68	1,600	0.043	V/C: 0.742
Northbound	RT	1.00	131	1,600	0.082	Lost Time: 0.100
	TH	0.00	0	0	0.000	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.842
	TH	3.00	2,037	4,800	0.440	
	LT	1.00	333	1,600	0.208 *	LOS: D

\* - Denotes critical movement

# CMA Calculation Worksheet

I/S #: <b>19</b>	North-South Street:	Century Park West		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF		
	East-West Street:	Constellation Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM		
No. of Phases				3		3		3		3				3		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?				2		2		2		2				2		
Override Capacity				0		0		0		0				0		
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	
	Left-Through		0	0		0	0		0	0	0		0	0	0	
	Through	173	2	87	11	184	2	92	6	190	2	95	1	191	2	95
	Through-Right		0	0		0	0		0	0	0		0	0	0	
	Right	316	1	303	19	335	1	321	14	349	1	332		349	1	332
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0	0
	Left-Right		0	0		0	0		0	0	0		0	0	0	0
SOUTHBOUND	Left	293	1	293	18	311	1	311	2	313	1	313	2	315	1	315
	Left-Through		0	0		0	0		0	0	0		0	0	0	
	Through	103	3	34	6	109	3	36	8	117	3	39	2	119	3	40
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0	0
	Left-Right		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
	Left-Through		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
	Through-Right		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
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0	
	Left-Right		0	0		0	0		0	0	0		0	0	0	
WESTBOUND	Left	48	2	26	3	51	2	28	13	64	2	35		64	2	35
	Left-Through		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
	Through-Right		0	0		0	0		0	0	0		0	0	0	
	Right	89	2	0	5	94	2	0	2	96	2	0		96	2	0
	Left-Through-Right		0	0		0	0		0	0	0		0	0	0	
	Left-Right		0	0		0	0		0	0	0		0	0	0	
CRITICAL VOLUMES				North-South: 596			North-South: 632			North-South: 645			North-South: 647			
				East-West: 26			East-West: 28			East-West: 35			East-West: 35			
				SUM: 622			SUM: 660			SUM: 680			SUM: 682			
VOLUME/CAPACITY (V/C) RATIO:				0.437			0.463			0.477			0.479			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.337			0.363			0.377			0.379			
LEVEL OF SERVICE (LOS):				A			A			A			A			

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.002

Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 19	North-South Street:	Century Park West		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Constellation Blvd		Projection Year:		2016		Peak Hour:		PM		Peak Hour:		PM			
No. of Phases		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			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
EB---		0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	195	2	98	12	207	2	103	81	288	2	144	3	291	2	145	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	101	1	0	6	107	1	0	19	126	1	0	0	126	1	0	
	Left-Through-Right	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	
SOUTHBOUND	Left	88	1	88	5	93	1	93	2	95	1	95	1	96	1	96	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	181	3	60	11	192	3	64	60	252	3	84	1	253	3	84	
	Through-Right	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	
	Left-Through-Right	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	
EASTBOUND	Left	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	
	Through	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	
	Right	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	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	495	2	272	30	525	2	289	32	557	2	307	0	557	2	307	
	Left-Through	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	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	326	2	135	20	346	2	144	5	351	2	145	1	352	2	145	
	Left-Through-Right	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	
CRITICAL VOLUMES		North-South: 186		North-South: 197		North-South: 239		North-South: 242		East-West: 272		East-West: 289		East-West: 307		East-West: 307	
SUM:		458		486		546		546		SUM:		546		SUM:		549	
VOLUME/CAPACITY (V/C) RATIO:		0.321		0.341		0.383		0.383		0.385		0.385		0.385		0.385	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.221		0.241		0.283		0.283		0.285		0.285		0.285		0.285	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A	

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.002

Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> <b>20</b>	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Constellation Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM			
No. of Phases				4				4				4					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0
ATSAC-1 or ATCS-2?				2				2				2					
Override Capacity				0				0				0					
<b>MOVEMENT</b>		<b>2010 EXISTING COND.</b>			<b>2016 W/ AMBIENT GROWTH</b>				<b>2016 W/ RELATED PROJECTS</b>				<b>2016 W/ PROJECT</b>				
		Volume	No. of Lanes	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	
<b>NORTHBOUND</b>	Left	242	2	133	15	257	2	141	10	267	2	147		267	2	147	
	Left-Through		0	0			0	0			0	0		0	0	0	
	Through	898	3	299	55	953	3	318	451	1404	3	468	2	1406	3	469	
	Through-Right		0	0			0	0			0	0		0	0	0	
	Right	554	1	538	34	588	1	571	0	588	1	571		588	1	571	
	Left-Through-Right		0	0			0	0			0	0		0	0	0	
	Left-Right		0	0			0	0			0	0		0	0	0	
<b>SOUTHBOUND</b>	Left	294	2	162	18	312	2	172	27	339	2	186		339	2	186	
	Left-Through		0	0			0	0			0	0		0	0	0	
	Through	459	2	218	28	487	2	231	69	556	2	262	5	561	2	263	
	Through-Right		1	218			1	231			1	262		1	263		
	Right	194	0	194	12	206	0	206	23	229	0	229		229	0	229	
	Left-Through-Right		0	0			0	0			0	0		0	0	0	
	Left-Right		0	0			0	0			0	0		0	0	0	
<b>EASTBOUND</b>	Left	94	1	94	6	100	1	100	0	100	1	100		100	1	100	
	Left-Through		0	0			0	0			0	0		0	0	0	
	Through	312	2	156	19	331	2	166	2	333	2	167		333	2	167	
	Through-Right		0	0			0	0			0	0		0	0	0	
	Right	58	1	0	4	62	1	0	5	67	1	0		67	1	0	
	Left-Through-Right		0	0			0	0			0	0		0	0	0	
	Left-Right		0	0			0	0			0	0		0	0	0	
<b>WESTBOUND</b>	Left	32	1	32	2	34	1	34	0	34	1	34		34	1	34	
	Left-Through		0	0			0	0			0	0		0	0	0	
	Through	109	2	55	7	116	2	58	7	123	2	61		123	2	61	
	Through-Right		0	0			0	0			0	0		0	0	0	
	Right	116	1	35	7	123	1	37	0	123	1	30		123	1	30	
	Left-Through-Right		0	0			0	0			0	0		0	0	0	
	Left-Right		0	0			0	0			0	0		0	0	0	
<b>CRITICAL VOLUMES</b>		North-South: 700 East-West: 188 SUM: 888		North-South: 743 East-West: 200 SUM: 942		North-South: 758 East-West: 201 SUM: 958		North-South: 758 East-West: 201 SUM: 958		North-South: 758 East-West: 201 SUM: 958		North-South: 758 East-West: 201 SUM: 958		North-South: 758 East-West: 201 SUM: 958			
VOLUME/CAPACITY (V/C) RATIO:				0.646				0.685				0.697				0.697	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.546				0.585				0.597				0.597	
LEVEL OF SERVICE (LOS):				A				A				A				A	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.000  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Avenue of the Stars	Year of Count:	2010	Ambient Growth: (%)	1	Added Volume	TF								
20	East-West Street:	Constellation Blvd	Projection Year:	2016	Peak Hour:	PM	Time of Day	PM								
	No. of Phases	4		4		4		4								
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0		0		0								
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 0    SB--- 3 EB--- 3    WB--- 0	NB--- 3    SB--- 0 WB--- 0    EB--- 0								
	ATSAC-1 or ATCS-2?	2		2		2		2								
	Override Capacity	0		0		0		0								
		<b>2010 EXISTING COND.</b>		<b>2016 W/ AMBIENT GROWTH</b>				<b>2016 W/ RELATED PROJECTS</b>				<b>2016 W/ PROJECT</b>				
	<b>MOVEMENT</b>	Volume	No. of Lanes	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
<b>NORTHBOUND</b>	Left	231	2	127	14	245	2	135	33	278	2	153		278	2	153
	Left-Through		0	0			0	0			0	0			0	0
	Through	612	3	204	38	650	3	217	113	763	3	254	9	772	3	257
	Through-Right		0	0			0	0			0	0			0	0
	Right	128	1	23	8	136	1	24	0	136	1	24		136	1	24
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
<b>SOUTHBOUND</b>	Left	156	2	86	10	166	2	91	84	250	2	137		250	2	137
	Left-Through		0	0			0	0			0	0			0	0
	Through	735	2	325	45	780	2	345	432	1212	2	493	2	1214	2	494
	Through-Right		1	325			1	345			1	493			1	494
	Right	241	0	241	15	256	0	256	12	268	0	268		268	0	268
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
<b>EASTBOUND</b>	Left	100	1	100	6	106	1	106	0	106	1	106		106	1	106
	Left-Through		0	0			0	0			0	0			0	0
	Through	159	2	80	10	169	2	84	15	184	2	92		184	2	92
	Through-Right		0	0			0	0			0	0			0	0
	Right	269	1	142	17	286	1	151	38	324	1	171		324	1	171
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
<b>WESTBOUND</b>	Left	211	1	211	13	224	1	224	0	224	1	224		224	1	224
	Left-Through		0	0			0	0			0	0			0	0
	Through	362	2	181	22	384	2	192	11	395	2	198		395	2	198
	Through-Right		0	0			0	0			0	0			0	0
	Right	232	1	189	14	246	1	201	0	246	1	178		246	1	178
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
<b>CRITICAL VOLUMES</b>		North-South: 452 East-West: 353 SUM: 805		North-South: 480 East-West: 375 SUM: 855		North-South: 646 East-West: 395 SUM: 1041		North-South: 647 East-West: 395 SUM: 1042								
VOLUME/CAPACITY (V/C) RATIO:		0.586		0.622		0.757		0.757								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.486		0.522		0.657		0.657								
LEVEL OF SERVICE (LOS):		A		A		B		B								

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.000  
 Significant impacted? NO



# CMA Calculation Worksheet

<b>I/S #:</b> 21	North-South Street:	Century Park East		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Constellation Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM			
No. of Phases		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0
ATSAC-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	195	1	195	12	207	1	207	7	214	1	214	214	1	214		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	833	2	280	51	884	2	297	2	886	2	298	5	891	2	299	
	Through-Right	0	1	280	0	280	1	297	0	280	1	298	0	280	1	299	
	Right	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	
	Left-Through-Right	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	
SOUTHBOUND	Left	11	1	11	1	12	1	12	0	12	1	12	12	1	12		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	383	2	192	24	407	2	203	1	408	2	204	5	413	2	206	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	252	1	172	16	268	1	182	0	268	1	170	268	1	170		
	Left-Through-Right	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		
EASTBOUND	Left	146	1	80	9	155	1	85	22	177	1	97	177	1	97		
	Left-Through	0	1	72	0	72	1	76	0	72	1	76	0	72	1	76	
	Through	6	0	0	0	6	0	0	0	6	0	0	6	0	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	162	2	0	10	172	2	0	6	178	2	0	178	2	0		
	Left-Through-Right	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		
WESTBOUND	Left	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		
	Through	23	0	0	1	24	0	0	0	24	0	0	24	0	0		
	Through-Right	0	1	36	0	36	1	38	0	36	1	38	0	36	1	38	
	Right	13	0	13	1	14	0	14	0	14	0	14	14	0	14		
	Left-Through-Right	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		
CRITICAL VOLUMES		North-South: 387		North-South: 410		North-South: 418		North-South: 420		East-West: 116		East-West: 123		East-West: 136		East-West: 136	
		SUM: 503		SUM: 534		SUM: 553		SUM: 556				SUM: 556					
VOLUME/CAPACITY (V/C) RATIO:		0.366		0.388		0.402		0.404									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.266		0.288		0.302		0.304									
LEVEL OF SERVICE (LOS):		A		A		A		A									

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.002**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #: <b>21</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Added Volume		<b>TF</b>			
	East-West Street:	<b>Constellation Blvd</b>		Projection Year:		<b>2016</b>		Peak Hour:		<b>PM</b>		Time of Day		<b>PM</b>			
No. of Phases		4				4				4				4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0				0				0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0
ATSAC-1 or ATCS-2?		2				2				2				2			
Override Capacity		0				0				0				0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	94	1	94	6	100	1	100	10	110	1	110	110	1	110		
	Left-Through		0	0			0	0			0	0		0	0		
	Through	310	2	106	19	329	2	113	12	341	2	117	17	358	2	123	
	Through-Right		1	106			1	113			1	117			1	123	
	Right	9	0	9	1	10	0	10	0	10	0	10		10	0	10	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
SOUTHBOUND	Left	9	1	9	1	10	1	10	0	10	1	10	10	1	10		
	Left-Through		0	0			0	0			0	0		0	0		
	Through	945	2	473	58	1003	2	502	4	1007	2	504	3	1010	2	505	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	224	1	18	14	238	1	19	0	238	1	19		238	1	19	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
EASTBOUND	Left	375	1	206	23	398	1	219	77	475	1	261	1	476	1	262	
	Left-Through		1	180			1	191			1	225			1	226	
	Through	11	0	0	1	12	0	0	0	12	0	0		12	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	426	2	140	26	452	2	149	16	468	2	148		468	2	148	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
WESTBOUND	Left	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	
	Through	9	0	0	1	10	0	0	0	10	0	0		10	0	0	
	Through-Right		1	26			1	28			1	28			1	28	
	Right	17	0	17	1	18	0	18	0	18	0	18		18	0	18	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
CRITICAL VOLUMES		North-South: 567 East-West: 232 SUM: 799		North-South: 601 East-West: 247 SUM: 848				North-South: 613 East-West: 289 SUM: 902				North-South: 615 East-West: 289 SUM: 904					
VOLUME/CAPACITY (V/C) RATIO:		0.581		0.617				0.656				0.658					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.481		0.517				0.556				0.558					
LEVEL OF SERVICE (LOS):		A		A				A				A					

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Overland Ave		Year of Count:				2010	Ambient Growth: (%)				1	Conducted by:		TF	
22	East-West Street:	Olympic Blvd		Projection Year:				2016	Peak Hour:				AM	Peak Hour:		AM	
No. of Phases		3						3						3			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0						0						0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?		2						2						2			
Override Capacity		0						0						0			
MOVEMENT		2011 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	98	1	98	6	104	1	104	0	104	1	104	0	104	1	104	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	212	0	0	13	225	0	0	0	225	0	0	0	225	0	0	
	Through-Right		1	411			1	436			1	525			1	525	
	Right	199	0	199	12	211	0	211	89	300	0	300	0	300	0	300	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	42	1	42	3	45	1	45	0	45	1	45	0	45	1	45	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	241	0	0	15	256	0	0	0	256	0	0	2	258	0	0	
	Through-Right		1	267			1	283			1	283			1	285	
	Right	26	0	26	2	28	0	28	0	28	0	28	0	28	0	28	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	19	1	19	1	20	1	20	0	20	1	20	0	20	1	20	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	2347	2	797	144	2491	2	846	123	2614	2	887	1	2615	2	887	
	Through-Right		1	797			1	846			1	887			1	887	
	Right	44	0	44	3	47	0	47	0	47	0	47	0	47	0	47	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	144	1	144	9	153	1	153	15	168	1	168	1	169	1	169	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1872	3	471	115	1987	3	500	56	2043	3	514	6	2049	3	515	
	Through-Right		1	471			1	500			1	514			1	515	
	Right	11	0	11	1	12	0	12	0	12	0	12	0	12	0	12	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 453		North-South: 481				North-South: 570				North-South: 570					
		East-West: 941		East-West: 999				East-West: 1055				East-West: 1056					
		SUM: 1394		SUM: 1480				SUM: 1625				SUM: 1626					
VOLUME/CAPACITY (V/C) RATIO:		0.978		1.038				1.140				1.141					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.878		0.938				1.040				1.041					
LEVEL OF SERVICE (LOS):		D		E				F				F					

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.001  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Overland Ave</b>	Year of Count:		2010	Ambient Growth: (%)		1	Conducted by:		TF					
22	East-West Street:	<b>Olympic Blvd</b>	Projection Year:		2016	Peak Hour:		PM	Peak Hour:		PM					
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	114	1	114	7	121	1	121	0	121	1	121		121	1	121
	Left-Through		0	0			0	0			0	0			0	0
	Through	386	0	0	24	410	0	0	6	416	0	0	1	417	0	0
	Through-Right		1	514			1	546			1	574			1	576
	Right	128	0	128	8	136	0	136	22	158	0	158	1	159	0	159
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	54	1	54	3	57	1	57	0	57	1	57		57	1	57
	Left-Through		0	0			0	0			0	0			0	0
	Through	318	0	0	20	338	0	0	0	338	0	0	1	339	0	0
	Through-Right		1	345			1	366			1	366			1	367
	Right	27	0	27	2	29	0	29	0	29	0	29		29	0	29
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	144	1	144	9	153	1	153	0	153	1	153		153	1	153
	Left-Through		0	0			0	0			0	0			0	0
	Through	1860	2	643	114	1974	2	682	103	2077	2	717	5	2082	2	718
	Through-Right		1	643			1	682			1	717			1	718
	Right	68	0	68	4	72	0	72	0	72	0	72		72	0	72
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	228	1	228	14	242	1	242	84	326	1	326		326	1	326
	Left-Through		0	0			0	0			0	0			0	0
	Through	2579	3	651	159	2738	3	691	157	2895	3	730	3	2898	3	731
	Through-Right		1	651			1	691			1	730			1	731
	Right	24	0	24	1	25	0	25	0	25	0	25		25	0	25
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 568 East-West: 871 SUM: 1439		North-South: 603 East-West: 924 SUM: 1527		North-South: 631 East-West: 1043 SUM: 1674		North-South: 633 East-West: 1044 SUM: 1677								
VOLUME/CAPACITY (V/C) RATIO:		1.010		1.072		1.174		1.177								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.910		0.972		1.074		1.077								
LEVEL OF SERVICE (LOS):		E		E		F		F								

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.003**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #: <b>23</b>	North-South Street:	<b>Prosser Ave</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2016</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
No. of Phases		2				2			2			2				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	0				
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	0				
ATSAC-1 or ATCS-2?		2				2			2			2				
Override Capacity		0				0			0			0				
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	58	0	58	4	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0	0			0	0			0	0			0	0
	Through	31	0	0	2	33	0	0	0	33	0	0	0	33	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	43	0	43	3	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		1	132			1	140			1	140			1	140
Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	90	0	90	6	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0	0			0	0			0	0			0	0
	Through	44	0	0	3	47	0	0	0	47	0	0	0	47	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	34	0	34	2	36	0	36	0	36	0	36	0	36	0	36
	Left-Through-Right		1	168			1	178			1	178			1	178
Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0	0			0	0			0	0			0	0
	Through	2532	2	857	156	2688	2	909	226	2914	2	985	2	2916	2	985
	Through-Right		1	857			1	909			1	985			1	985
	Right	38	0	38	2	40	0	40	0	40	0	40	0	40	0	40
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	11	1	11	1	12	1	12	0	12	1	12	1	13	1	13
	Left-Through		0	0			0	0			0	0			0	0
	Through	2010	3	509	124	2134	3	541	80	2214	3	561	7	2221	3	562
	Through-Right		1	509			1	541			1	561			1	562
	Right	27	0	27	2	29	0	29	0	29	0	29	0	29	0	29
	Left-Through-Right		0	0			0	0			0	0			0	0
Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 226		North-South: 240		North-South: 240		North-South: 240		North-South: 240		North-South: 240				
		East-West: 868		East-West: 921		East-West: 921		East-West: 996		East-West: 996		East-West: 998				
		SUM: 1094		SUM: 1161		SUM: 1161		SUM: 1236		SUM: 1236		SUM: 1238				
VOLUME/CAPACITY (V/C) RATIO:		0.729		0.774		0.774		0.824		0.824		0.825				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.629		0.674		0.674		0.724		0.724		0.725				
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>		<b>B</b>		<b>C</b>		<b>C</b>		<b>C</b>				

### PROJECT IMPACT

Change in v/c due to project: **0.001**  
 Significant impacted? **NO**

NO INPUT ALLOWED  
 INPUT DATA CELL

# CMA Calculation Worksheet

I/S #:	North-South Street:	Prosser Ave	Year of Count:		2010	Ambient Growth: (%)		1	Conducted by:		TF					
23	East-West Street:	Olympic Blvd	Projection Year:		2016	Peak Hour:		PM	Peak Hour:		PM					
No. of Phases		2			2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0					
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0					
ATSAC-1 or ATCS-2?		2			2			2			2					
Override Capacity		0			0			0			0					
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	39	0	39	2	41	0	41	0	41	0	41		41	0	41
	Left-Through		0	0			0	0			0	0			0	0
	Through	50	0	0	3	53	0	0	0	53	0	0		53	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	26	0	26	2	28	0	28	0	28	0	28	1	29	0	29
	Left-Through-Right		1	115			1	122			1	122			1	123
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	47	0	47	3	50	0	50	0	50	0	50		50	0	50
	Left-Through		0	0			0	0			0	0			0	0
	Through	64	0	0	4	68	0	0	0	68	0	0		68	0	0
	Through-Right		0	0			0	0			0	0			0	0
	Right	28	0	28	2	30	0	30	0	30	0	30		30	0	30
	Left-Through-Right		1	139			1	148			1	148			1	148
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	38	1	38	2	40	1	40	0	40	1	40		40	1	40
	Left-Through		0	0			0	0			0	0			0	0
	Through	1971	2	672	121	2092	2	714	133	2225	2	758	6	2231	2	760
	Through-Right		1	672			1	714			1	758			1	760
	Right	46	0	46	3	49	0	49	0	49	0	49		49	0	49
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	34	1	34	2	36	1	36	0	36	1	36		36	1	36
	Left-Through		0	0			0	0			0	0			0	0
	Through	2905	3	736	179	3084	3	781	226	3310	3	838	4	3314	3	839
	Through-Right		1	736			1	781			1	838			1	839
	Right	38	0	38	2	40	0	40	0	40	0	40		40	0	40
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 178 East-West: 774 SUM: 952		North-South: 189 East-West: 821 SUM: 1010		North-South: 189 East-West: 878 SUM: 1067		North-South: 189 East-West: 879 SUM: 1068								
VOLUME/CAPACITY (V/C) RATIO:		0.635		0.674		0.711		0.712								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.535		0.574		0.611		0.612								
LEVEL OF SERVICE (LOS):		A		A		B		B								

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.001  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #: <b>24</b>	North-South Street:	Beverly Glen Blvd		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF		
	East-West Street:	Olympic Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM		
No. of Phases		4				4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	3	SB---	3	NB---	3	SB---	3	NB---	3	SB---	3	NB---	3	
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	
ATSAC-1 or ATCS-2?		2				2				2				2		
Override Capacity		0				0				0				0		
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	145	1	145	9	154	1	154	0	154	1	154	154	1	154	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	556	2	278	34	590	2	295	26	616	2	308	616	2	308	
	Through-Right		0	0			0	0			0	0		0	0	
	Right	178	1	138	11	189	1	146	1	190	1	141	190	1	139	
	Left-Through-Right		0	0			0	0			0	0		0	0	
SOUTHBOUND	Left	276	1	276	17	293	1	293	2	295	1	295	295	1	295	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	467	2	234	29	496	2	248	5	501	2	250	1	502	2	251
	Through-Right		0	0			0	0			0	0		0	0	
	Right	212	1	70	13	225	1	74	0	225	1	74	225	1	74	
	Left-Through-Right		0	0			0	0			0	0		0	0	
EASTBOUND	Left	142	1	142	9	151	1	151	0	151	1	151	151	1	151	
	Left-Through		0	0			0	0			0	0		0	0	
	Through	2430	2	841	149	2579	2	893	212	2791	2	964	2	2793	2	964
	Through-Right		1	841			1	893			1	964		1	964	
	Right	94	0	94	6	100	0	100	0	100	0	100	100	0	100	
	Left-Through-Right		0	0			0	0			0	0		0	0	
WESTBOUND	Left	40	1	40	2	42	1	42	6	48	1	48	2	50	1	50
	Left-Through		0	0			0	0			0	0		0	0	
	Through	1630	3	433	100	1730	3	459	70	1800	3	479	8	1808	3	481
	Through-Right		1	433			1	459			1	479		1	481	
	Right	100	0	100	6	106	0	106	10	116	0	116	116	0	116	
	Left-Through-Right		0	0			0	0			0	0		0	0	
CRITICAL VOLUMES		North-South: 554 East-West: 881 SUM: 1435		North-South: 588 East-West: 936 SUM: 1524		North-South: 603 East-West: 1012 SUM: 1615		North-South: 603 East-West: 1015 SUM: 1618		North-South: 603 East-West: 1015 SUM: 1618		North-South: 603 East-West: 1015 SUM: 1618		North-South: 603 East-West: 1015 SUM: 1618		
VOLUME/CAPACITY (V/C) RATIO:		1.044		1.108		1.175		1.175		1.175		1.177		1.177		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.944		1.008		1.075		1.075		1.075		1.077		1.077		
LEVEL OF SERVICE (LOS):		E		F		F		F		F		F		F		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #:	North-South Street:	Beverly Glen Blvd	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF								
24	East-West Street:	Olympic Blvd	Projection Year:	2016	Peak Hour:	PM	Peak Hour:	PM								
No. of Phases		4			4			4								
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0								
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 3	SB--- 3	NB--- 3	SB--- 3	NB--- 3	SB--- 3	NB--- 3								
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0								
ATSAC-1 or ATCS-2?		2			2			2								
Override Capacity		0			0			0								
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	141	1	141	9	150	1	150	0	150	1	150		150	1	150
	Left-Through		0	0			0	0			0	0			0	0
	Through	474	2	237	29	503	2	252	37	540	2	270	1	541	2	271
	Through-Right		0	0			0	0			0	0			0	0
	Right	66	1	0	4	70	1	0	8	78	1	0	1	79	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	246	1	246	15	261	1	261	14	275	1	275		275	1	275
	Left-Through		0	0			0	0			0	0			0	0
	Through	747	2	374	46	793	2	396	43	836	2	418		836	2	418
	Through-Right		0	0			0	0			0	0			0	0
	Right	261	1	72	16	277	1	76	0	277	1	76		277	1	76
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	189	1	189	12	201	1	201	0	201	1	201		201	1	201
	Left-Through		0	0			0	0			0	0			0	0
	Through	1784	2	622	110	1894	2	660	120	2014	2	700	7	2021	2	702
	Through-Right		1	622			1	660			1	700			1	702
	Right	81	0	81	5	86	0	86	0	86	0	86		86	0	86
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	102	1	102	6	108	1	108	3	111	1	111	1	112	1	112
	Left-Through		0	0			0	0			0	0			0	0
	Through	2757	3	711	170	2927	3	754	221	3148	3	811	4	3152	3	812
	Through-Right		1	711			1	754			1	811			1	812
	Right	85	0	85	5	90	0	90	8	98	0	98		98	0	98
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 515		North-South: 546		North-South: 568		North-South: 568		North-South: 568		North-South: 568		North-South: 568		
		East-West: 900		East-West: 955		East-West: 1012		East-West: 1012		East-West: 1012		East-West: 1012		East-West: 1012		
		SUM: 1414		SUM: 1501		SUM: 1580		SUM: 1580		SUM: 1580		SUM: 1581		SUM: 1581		
VOLUME/CAPACITY (V/C) RATIO:		1.028		1.092		1.149		1.149		1.149		1.150		1.150		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.928		0.992		1.049		1.049		1.049		1.050		1.050		
LEVEL OF SERVICE (LOS):		E		E		F		F		F		F		F		

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**



# CMA Calculation Worksheet

I/S #: <b>25</b>	North-South Street:	<b>Century Park West</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<b>TF</b>				
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2016</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<b>AM</b>				
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?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2				2			2			2				
Override Capacity		0				0			0			0				
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	
	Left-Through		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	
	Through-Right		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	
	Left-Through-Right		0	0		0	0		0	0		0	0	0	0	
SOUTHBOUND	Left	28	2	15	2	30	2	16	2	32	2	17	2	32	2	17
	Left-Through		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	
	Through-Right		0	0		0	0		0	0		0	0	0	0	
	Right	92	2	0	6	98	2	0	16	114	2	0	2	116	2	0
	Left-Through-Right		0	0		0	0		0	0		0	0	0	0	
EASTBOUND	Left	606	2	333	37	643	2	354	12	655	2	360	1	656	2	361
	Left-Through		0	0		0	0		0	0		0	0	0	0	
	Through	2254	3	751	139	2393	3	798	216	2609	3	870	1	2610	3	870
	Through-Right		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	
	Left-Through-Right		0	0		0	0		0	0		0	0	0	0	
WESTBOUND	Left	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	
	Through	1741	3	580	107	1848	3	616	48	1896	3	632	8	1904	3	635
	Through-Right		0	0		0	0		0	0		0	0	0	0	
	Right	94	1	86	6	100	1	92	3	103	1	94	3	103	1	94
	Left-Through-Right		0	0		0	0		0	0		0	0	0	0	
CRITICAL VOLUMES		North-South: 15 East-West: 914 SUM: 929		North-South: 16 East-West: 970 SUM: 986		North-South: 17 East-West: 992 SUM: 1010		North-South: 17 East-West: 996 SUM: 1013		North-South: 17 East-West: 996 SUM: 1013		North-South: 17 East-West: 996 SUM: 1013				
VOLUME/CAPACITY (V/C) RATIO:		0.652		0.692		0.709		0.711		0.711		0.711				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.552		0.592		0.609		0.611		0.611		0.611				
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #: <b>25</b>	North-South Street:	Century Park West		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Olympic Blvd		Projection Year:		2016		Peak Hour:		PM		Peak Hour:		PM			
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?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0
ATSAC-1 or ATCS-2?		2				2				2				2			
Override Capacity		0				0				0				0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	
	Left-Through		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	
	Through-Right		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	
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	
SOUTHBOUND	Left	110	2	61	7	117	2	64	16	133	2	73	133	2	73		
	Left-Through		0	0		0	0		0	0		0	0		0		
	Through	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		
	Right	758	2	312	47	805	2	332	55	860	2	333	1	861	2	332	
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	
EASTBOUND	Left	190	2	105	12	202	2	111	53	255	2	140	3	258	2	142	
	Left-Through		0	0		0	0		0	0		0	0		0		
	Through	1900	3	633	117	2017	3	672	74	2091	3	697	5	2096	3	699	
	Through-Right		0	0		0	0		0	0		0	0		0		
	Right	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	
WESTBOUND	Left	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		
	Through	2362	3	787	145	2507	3	836	222	2729	3	910	4	2733	3	911	
	Through-Right		0	0		0	0		0	0		0	0		0		
	Right	80	1	50	5	85	1	53	22	107	1	70	107	1	70		
	Left-Through-Right		0	0		0	0		0	0		0	0		0	0	
CRITICAL VOLUMES		North-South: 312 East-West: 892 SUM: 1204		North-South: 332 East-West: 947 SUM: 1278		North-South: 333 East-West: 1050 SUM: 1383		North-South: 333 East-West: 1050 SUM: 1383		North-South: 333 East-West: 1053 SUM: 1384		North-South: 333 East-West: 1053 SUM: 1384					
VOLUME/CAPACITY (V/C) RATIO:		0.845		0.897		0.970		0.970		0.970		0.972					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.745		0.797		0.870		0.870		0.870		0.872					
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D					

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 26	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Olympic Blvd (WB Ramp)		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM			
No. of Phases		2		2		2		2		2		2		2			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
ATSA-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	2	1	2	0	2	1	2	0	2	1	2	2	1	2		
	Left-Through		0	0		0	0		0	0		0	0		0		
	Through	1470	3	490	90	1560	3	520	328	1888	3	629	2	1890	3	630	
	Through-Right		0	0		0	0		0	0	0	0		0	0	0	
	Right	38	1	0	2	40	1	0	0	40	1	0	40	1	0	0	
	Left-Through-Right		0	0		0	0		0	0	0	0		0	0	0	
Left-Right		0	0		0	0		0	0	0	0		0	0	0		
SOUTHBOUND	Left	13	1	13	1	14	1	14	29	43	1	43	43	1	43		
	Left-Through		0	0		0	0		0	0		0	0		0		
	Through	476	2	162	29	505	2	172	55	560	2	190	3	563	2	191	
	Through-Right		1	162		1	172		1	190		1	191		1	191	
	Right	9	0	9	1	10	0	10	0	10	0	10	10	0	10	10	
	Left-Through-Right		0	0		0	0		0	0	0	0		0	0	0	
Left-Right		0	0		0	0		0	0	0	0		0	0	0		
EASTBOUND	Left	5	0	5	0	5	0	5	0	5	0	5	5	0	5		
	Left-Through		1	5		1	5		1	5		1	5		1	5	
	Through	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	
	Right	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Left-Through-Right		0	0		0	0		0	0	0	0		0	0	0	
Left-Right		0	0		0	0		0	0	0	0		0	0	0		
WESTBOUND	Left	82	0	82	5	87	0	87	0	87	0	87	2	89	0	89	
	Left-Through		0	0		0	0		0	0		0	0		0	0	
	Through	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	
	Through-Right		0	0		0	0		0	0		0	0		0	0	
	Right	225	1	117	14	239	1	124	97	336	1	163	336	1	163	163	
	Left-Through-Right		1	184		1	196		1	239		1	241		1	241	
Left-Right		0	0		0	0		0	0	0	0		0	0	0		
CRITICAL VOLUMES		North-South: 503		North-South: 534		North-South: 672		North-South: 673		East-West: 189		East-West: 201		East-West: 245		East-West: 247	
SUM:		692		735		917		919		SUM:		SUM:		SUM:		SUM:	
VOLUME/CAPACITY (V/C) RATIO:		0.462		0.490		0.611		0.613		V/C LESS ATSA/ATCS ADJUSTMENT:		0.362		0.511		0.513	
LEVEL OF SERVICE (LOS):		A		A		A		A		LEVEL OF SERVICE (LOS):		A		A		A	

### PROJECT IMPACT

Change in v/c due to project: **0.002**  
 Significant impacted? **NO**

NO INPUT ALLOWED  
 INPUT DATA CELL

# CMA Calculation Worksheet

I/S #:	North-South Street:	Avenue of the Stars		Year of Count:		2010	Ambient Growth: (%)		1	Conducted by:		TF					
26	East-West Street:	Olympic Blvd (WB Ramp)		Projection Year:		2016	Peak Hour:		PM	Peak Hour:		PM					
No. of Phases		2				2			2			2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0			0			0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0	NB--- 0	SB--- 0				
		EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0	EB--- 0	WB--- 0				
ATSAC-1 or ATCS-2?		2				2			2			2					
Override Capacity		0				0			0			0					
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	13	1	13	1	14	1	14	0	14	1	14		14	1	14	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	640	3	213	39	679	3	226	96	775	3	258	8	783	3	261	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	101	1	27	6	107	1	28	0	107	1	28		107	1	28	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	125	1	125	8	133	1	133	162	295	1	295		295	1	295	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1056	2	358	65	1121	2	380	236	1357	2	458	2	1359	2	459	
	Through-Right		1	358			1	380			1	458			1	459	
	Right	17	0	17	1	18	0	18	0	18	0	18		18	0	18	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	13	0	13	1	14	0	14	0	14	0	14		14	0	14	
	Left-Through		1	13			1	14			1	14			1	14	
	Through	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	0	1	0	0	0	1	0	0	0	1	0		0	1	0	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	149	0	149	9	158	0	158	0	158	0	158	1	159	0	159	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1	0	0	0	1	0	0	0	1	0	0		1	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	226	1	62	14	240	1	66	28	268	1	0		268	1	0	
	Left-Through-Right		1	252			1	267			1	280			1	281	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 371		North-South: 393		North-South: 553		North-South: 556		East-West: 265		East-West: 294		East-West: 295		East-West: 850	
		SUM: 635		SUM: 674		SUM: 847		SUM: 847		SUM: 847		SUM: 847		SUM: 850		SUM: 850	
VOLUME/CAPACITY (V/C) RATIO:		0.424		0.450		0.564		0.564		0.567		0.567		0.567		0.567	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.324		0.350		0.464		0.464		0.467		0.467		0.467		0.467	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A	

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.003

Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 27	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF			
	East-West Street:	Olympic Blvd (EB Ramp)		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		AM			
No. of Phases		4		4		4		4		4		4		4			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0		
ATSA-1 or ATCS-2?		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0			
<b>MOVEMENT</b>		2010 EXISTING COND.			2010 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	
<b>NORTHBOUND</b>	Left	32	1	32	2	34	1	34	0	34	1	34	0	34	1	34	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1089	2	372	67	1156	2	395	154	1310	2	446	1	1311	2	447	
	Through-Right		1	372			1	395			1	446			1	447	
	Right	27	0	27	2	29	0	29	0	29	0	29	0	29	0	29	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
<b>SOUTHBOUND</b>	Left	34	2	19	2	36	2	20	17	53	2	29	0	53	2	29	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	407	2	174	25	432	2	185	38	470	2	198	5	475	2	199	
	Through-Right		1	174			1	185			1	198			1	199	
	Right	116	0	116	7	123	0	123	0	123	0	123	0	123	0	123	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
<b>EASTBOUND</b>	Left	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7	
	Left-Through		1	7			1	7			1	7			1	7	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		1	11			1	12			1	12			1	12	
	Right	11	0	11	1	12	0	12	0	12	0	12	0	12	0	12	
	Left-Through-Right		0	0			0	0			0	0			0	0	
Left-Right		0	0			0	0			0	0			0	0		
<b>WESTBOUND</b>	Left	83	0	83	5	88	0	88	0	88	0	88	0	88	0	88	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	24	0	0	1	25	0	0	0	25	0	0	0	25	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	414	1	209	25	439	1	222	172	611	1	307	1	612	1	308	
	Left-Through-Right		1	293			1	311			1	389			1	389	
Left-Right		0	0			0	0			0	0			0	0		
<b>CRITICAL VOLUMES</b>		North-South: 391		North-South: 415		North-South: 475		North-South: 476		East-West: 300		East-West: 396		East-West: 397		East-West: 397	
		SUM: 691		SUM: 734		SUM: 872		SUM: 872				SUM: 872		SUM: 872		SUM: 872	
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.503		0.533		0.634		0.634				0.634				0.634	
<b>V/C LESS ATSA/ATCS ADJUSTMENT:</b>		0.403		0.433		0.534		0.534				0.534				0.534	
<b>LEVEL OF SERVICE (LOS):</b>		A		A		A		A				A				A	

### PROJECT IMPACT

Change in v/c due to project: **0.000**  
Significant impacted? **NO**

NO INPUT ALLOWED  
INPUT DATA CELL

# CMA Calculation Worksheet

<b>I/S #:</b>	North-South Street:	Avenue of the Stars		Year of Count:		2010		Ambient Growth: (%)		1		Conducted by:		TF					
<b>27</b>	East-West Street:	Olympic Blvd (EB Ramp)		Projection Year:		2016		Peak Hour:		PM		Peak Hour:		PM					
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---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0				
		EB---	0	WB---	3	EB---	0	WB---	3	EB---	0	WB---	3	EB---	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2		2							
Override Capacity		0		0		0		0		0		0							
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT						
MOVEMENT		Volume	No. of Lanes	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	11	1	11	1	12	1	12	0	12	1	12		12	1	12			
	Left-Through		0	0		0	0	0		0	0	0		0	0	0			
	Through	598	2	222	37	635	2	235	66	701	2	257	3	704	2	258			
	Through-Right		1	222		1	235		235		1	257		1	257	1	258		
	Right	67	0	67	4	71	0	71	0	71	0	71		71	0	71			
	Left-Through-Right		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		
SOUTHBOUND	Left	134	2	74	8	142	2	78	91	233	2	128		233	2	128			
	Left-Through		0	0		0	0	0		0	0	0		0	0	0			
	Through	1052	2	357	65	1117	2	379	145	1262	2	427	2	1264	2	428			
	Through-Right		1	357		1	379		379		1	427		1	427	1	428		
	Right	18	0	18	1	19	0	19	0	19	0	19		19	0	19			
	Left-Through-Right		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		
EASTBOUND	Left	77	0	77	5	82	0	82	0	82	0	82		82	0	82			
	Left-Through		1	77		1	82		82		1	82		1	82	1	82		
	Through	25	0	0	2	27	0	0	0	27	0	0		27	0	0			
	Through-Right		1	62		1	66		66		1	66		1	66	1	66		
	Right	37	0	37	2	39	0	39	0	39	0	39		39	0	39			
	Left-Through-Right		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		
WESTBOUND	Left	44	0	44	3	47	0	47	0	47	0	47		47	0	47			
	Left-Through		0	0		0	0	0		0	0	0		0	0	0			
	Through	1	0	0	0	1	0	0	0	1	0	0		1	0	0			
	Through-Right		0	0		0	0	0		0	0	0		0	0	0	0		
	Right	80	1	0	5	85	1	0	42	127	1	0	5	132	1	0			
	Left-Through-Right		1	81		1	86		86		1	105		1	105	1	107		
	Left-Right		0	0		0	0	0		0	0	0		0	0	0	0		
CRITICAL VOLUMES		North-South: 368		East-West: 158		SUM: 526		North-South: 390		East-West: 168		SUM: 558		North-South: 439		East-West: 189		SUM: 628	
VOLUME/CAPACITY (V/C) RATIO:		0.382		0.406		0.455		0.455		0.455		0.457		0.457		0.457		0.457	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.282		0.306		0.355		0.355		0.355		0.357		0.357		0.357		0.357	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.002

Significant impacted? NO

# CMA Calculation Worksheet

I/S #: <b>28</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>		Ambient Growth: (%)		<b>1</b>		Conducted by:		<b>TF</b>		
	East-West Street:	<b>Olympic Blvd</b>		Projection Year:		<b>2016</b>		Peak Hour:		<b>AM</b>		Peak Hour:		<b>AM</b>		
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?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---
ATSAC-1 or ATCS-2?		2				2				2				2		
Override Capacity		0				0				0				0		
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	331	2	182	20	351	2	193	0	351	2	193	0	351	2	193
	Left-Through		0	0			0	0			0	0		0	0	0
	Through	768	2	299	47	815	2	317	1	816	2	317	1	817	2	318
	Through-Right		1	299			1	317			1	317			1	318
	Right	128	0	128	8	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	78	2	43	5	83	2	46	6	89	2	49	0	89	2	49
	Left-Through		0	0			0	0			0	0		0	0	0
	Through	94	2	47	6	100	2	50	0	100	2	50	4	104	2	52
	Through-Right		0	0			0	0			0	0			0	0
	Right	99	2	54	6	105	2	58	0	105	2	58	2	107	2	59
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		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
	Left-Through		0	0			0	0			0	0		0	0	0
	Through	1627	3	542	100	1727	3	576	62	1789	3	596	0	1789	3	596
	Through-Right		0	0			0	0			0	0			0	0
	Right	46	1	0	3	49	1	0	0	49	1	0	0	49	1	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	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
	Through	2392	3	678	147	2539	3	719	116	2655	3	750	8	2663	3	753
	Through-Right		1	678			1	719			1	750			1	753
	Right	318	0	318	20	338	0	338	7	345	0	345	3	348	0	348
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 342 East-West: 678 SUM: 1019		North-South: 363 East-West: 719 SUM: 1082				North-South: 366 East-West: 750 SUM: 1116				North-South: 367 East-West: 753 SUM: 1119				
VOLUME/CAPACITY (V/C) RATIO:																
V/C LESS ATSAC/ATCS ADJUSTMENT:																
LEVEL OF SERVICE (LOS):																

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.002  
 Significant impacted? NO

# CMA Calculation Worksheet

I/S #: <b>28</b>	North-South Street:	Century Park East		Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF							
	East-West Street:	Olympic Blvd		Projection Year:	2016	Peak Hour:	PM	Peak Hour:	PM							
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?		NB---	0	SB---	0	NB---	0	SB---	0	NB---	0	SB---	0			
		EB---	3	WB---	0	EB---	3	WB---	0	EB---	3	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2								
Override Capacity		0		0		0		0								
MOVEMENT		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
		Volume	No. of Lanes	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	66	2	36	4	70	2	39	0	70	2	39	70	2	39	
	Left-Through		0	0			0	0			0	0			0	
	Through	163	2	77	10	173	2	82	5	178	2	83	5	183	2	85
	Through-Right		1	77			1	82			1	83			1	85
	Right	68	0	68	4	72	0	72	0	72	0	72	72	0	72	
	Left-Through-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	438	2	241	27	465	2	256	16	481	2	265	481	2	265	
	Left-Through		0	0			0	0			0	0			0	
	Through	702	2	351	43	745	2	373	0	745	2	373	2	747	2	374
	Through-Right		0	0			0	0			0	0			0	0
	Right	446	2	245	27	473	2	260	0	473	2	260	1	474	2	261
	Left-Through-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0	0			0	0			0	0			0	0
	Through	2054	3	685	126	2180	3	727	124	2304	3	768	2304	3	768	
	Through-Right		0	0			0	0			0	0			0	0
	Right	115	1	79	7	122	1	84	0	122	1	84	122	1	84	
	Left-Through-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0	0			0	0			0	0			0	0
	Through	2126	3	571	131	2257	3	606	110	2367	3	636	4	2371	3	641
	Through-Right		1	571			1	606			1	636			1	641
	Right	159	0	159	10	169	0	169	10	179	0	179	13	192	0	192
	Left-Through-Right		0	0			0	0			0	0			0	0
CRITICAL VOLUMES		North-South: 387 East-West: 685 SUM: 1072		North-South: 411 East-West: 727 SUM: 1138		North-South: 411 East-West: 768 SUM: 1179		North-South: 412 East-West: 768 SUM: 1180								
VOLUME/CAPACITY (V/C) RATIO:		0.752		0.799		0.828		0.828								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652		0.699		0.728		0.728								
LEVEL OF SERVICE (LOS):		B		B		C		C								

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: 0.000

Significant impacted? NO



<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 29) SPALDING DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	250	1,600	0.088	N-S(1): 0.225 *
	TH	1.00	37	1,600	0.128	N-S(2): 0.197
	LT	0.00	167	1,600	0.104 *	E-W(1): 0.371
Westbound	RT	0.00	164	0	0.000	E-W(2): 0.746 *
	TH	3.00	2,766	4,800	0.610 *	V/C: 0.971
	LT	1.00	24	1,600	0.015	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	ITS: -0.070
	TH	1.00	50	1,600	0.121 *	
	LT	0.00	111	1,600	0.069	
Eastbound	RT	0.00	13	0	0.000	ICU: 1.001
	TH	3.00	1,695	4,800	0.356	
	LT	1.00	218	1,600	0.136 *	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	265	1,600	0.114	N-S(1): 0.207 *
	TH	1.00	86	1,600	0.180	N-S(2): 0.206
	LT	0.00	202	1,600	0.126 *	E-W(1): 0.542
Westbound	RT	0.00	131	0	0.000	E-W(2): 0.571 *
	TH	3.00	2,111	4,800	0.467 *	V/C: 0.778
	LT	1.00	33	1,600	0.021	Lost Time: 0.100
Northbound	RT	0.00	43	0	0.000	ITS: -0.070
	TH	1.00	44	1,600	0.081 *	
	LT	0.00	42	1,600	0.026	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.808
	TH	3.00	2,485	4,800	0.521	
	LT	1.00	166	1,600	0.104 *	LOS: D

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 29) SPALDING DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	258	1,600	0.093	N-S(1): 0.234 *
	TH	1.00	37	1,600	0.136	N-S(2): 0.205
	LT	0.00	180	1,600	0.113 *	E-W(1): 0.371
Westbound	RT	0.00	164	0	0.000	E-W(2): 0.747 *
	TH	3.00	2,769	4,800	0.611 *	V/C: 0.981
	LT	1.00	24	1,600	0.015	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	ITS: -0.070
	TH	1.00	50	1,600	0.121 *	
	LT	0.00	111	1,600	0.069	
Eastbound	RT	0.00	13	0	0.000	ICU: 1.011
	TH	3.00	1,695	4,800	0.356	
	LT	1.00	218	1,600	0.136 *	LOS: F
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	270	1,600	0.117	N-S(1): 0.212 *
	TH	1.00	86	1,600	0.184	N-S(2): 0.210
	LT	0.00	209	1,600	0.131 *	E-W(1): 0.542
Westbound	RT	0.00	131	0	0.000	E-W(2): 0.573 *
	TH	3.00	2,122	4,800	0.469 *	V/C: 0.785
	LT	1.00	33	1,600	0.021	Lost Time: 0.100
Northbound	RT	0.00	43	0	0.000	ITS: -0.070
	TH	1.00	44	1,600	0.081 *	
	LT	0.00	42	1,600	0.026	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.815
	TH	3.00	2,485	4,800	0.521	
	LT	1.00	166	1,600	0.104 *	LOS: D

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 30) ROXBURY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	77	0	0.000	N-S(1): 0.137
	TH	1.00	105	1,600	0.114 *	N-S(2): 0.201 *
	LT	1.00	74	1,600	0.046	E-W(1): 0.404
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.625 *
	TH	3.00	2,736	4,800	0.574 *	V/C: 0.826
	LT	1.00	57	1,600	0.036	Lost Time: 0.100
Northbound	RT	1.00	41	1,600	0.008	ITS: -0.070
	TH	2.00	153	3,200	0.091	
	LT	0.00	139	1,600	0.087 *	
Eastbound	RT	0.00	56	0	0.000	ICU: 0.856
	TH	3.00	1,709	4,800	0.368	
	LT	1.00	82	1,600	0.051 *	LOS: D
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.081
	TH	1.00	160	1,600	0.131 *	N-S(2): 0.172 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.588 *
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.484
	TH	3.00	2,147	4,800	0.452	V/C: 0.760
	LT	1.00	66	1,600	0.041 *	Lost Time: 0.100
Northbound	RT	1.00	54	1,600	0.013	ITS: -0.070
	TH	2.00	78	3,200	0.045	
	LT	0.00	65	1,600	0.041 *	
Eastbound	RT	0.00	113	0	0.000	ICU: 0.790
	TH	3.00	2,512	4,800	0.547 *	
	LT	1.00	51	1,600	0.032	LOS: C

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 30) ROXBURY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	77	0	0.000	N-S(1): 0.137
	TH	1.00	105	1,600	0.114 *	N-S(2): 0.201 *
	LT	1.00	74	1,600	0.046	E-W(1): 0.406
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.626 *
	TH	3.00	2,739	4,800	0.575 *	V/C: 0.827
	LT	1.00	57	1,600	0.036	Lost Time: 0.100
Northbound	RT	1.00	41	1,600	0.008	ITS: -0.070
	TH	2.00	153	3,200	0.091	
	LT	0.00	139	1,600	0.087 *	
Eastbound	RT	0.00	56	0	0.000	ICU: 0.857
	TH	3.00	1,722	4,800	0.370	
	LT	1.00	82	1,600	0.051 *	LOS: D
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.081
	TH	1.00	160	1,600	0.131 *	N-S(2): 0.172 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.589 *
Westbound	RT	0.00	22	0	0.000	E-W(2): 0.486
	TH	3.00	2,158	4,800	0.454	V/C: 0.761
	LT	1.00	66	1,600	0.041 *	Lost Time: 0.100
Northbound	RT	1.00	54	1,600	0.013	ITS: -0.070
	TH	2.00	78	3,200	0.045	
	LT	0.00	65	1,600	0.041 *	
Eastbound	RT	0.00	113	0	0.000	ICU: 0.791
	TH	3.00	2,519	4,800	0.548 *	
	LT	1.00	51	1,600	0.032	LOS: C

\* - Denotes critical movement

# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Motor Ave</b>	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF									
31	East-West Street:	<b>Pico Blvd</b>	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM									
No. of Phases		4			4			4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3									
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0									
ATSAC-1 or ATCS-2?		2			2			2									
Override Capacity		0			0			0									
		<b>2010 EXISTING COND.</b>			<b>2016 W/ AMBIENT GROWTH</b>				<b>2016 W/ RELATED PROJECTS</b>				<b>2016 W/ PROJECT</b>				
<b>MOVEMENT</b>		Volume	No. of Lanes	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	
<b>NORTHBOUND</b>	Left	223	1	223	14	237	1	237	0	237	1	237		237	1	237	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	673	2	277	41	714	2	294	49	763	2	315	1	764	2	315	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
<b>SOUTHBOUND</b>	Left	32	1	32	2	34	1	34	0	34	1	34		34	1	34	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	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	
	Right	26	1	0	2	28	1	0	0	28	1	0	0	28	1	0	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
<b>EASTBOUND</b>	Left	208	1	208	13	221	1	221	0	221	1	221		221	1	221	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1646	2	598	101	1747	2	634	157	1904	2	687	1	1905	2	687	
	Through-Right		1	598			1	634			1	687			1	687	
	Right	147	0	147	9	156	0	156	0	156	0	156		156	0	156	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
<b>WESTBOUND</b>	Left	187	1	187	12	199	1	199	11	210	1	210	2	212	1	212	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1519	2	564	93	1612	2	599	88	1700	2	628	3	1703	2	629	
	Through-Right		1	564			1	599			1	628			1	629	
	Right	173	0	173	11	184	0	184	0	184	0	184		184	0	184	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
<b>CRITICAL VOLUMES</b>		<i>North-South:</i> 309		<i>North-South:</i> 328		<i>North-South:</i> 349		<i>North-South:</i> 349		<i>East-West:</i> 785		<i>East-West:</i> 833		<i>East-West:</i> 896		<i>East-West:</i> 899	
		<i>SUM:</i> 1093		<i>SUM:</i> 1161		<i>SUM:</i> 1245		<i>SUM:</i> 1245		<i>SUM:</i> 1247		<i>SUM:</i> 1247		<i>SUM:</i> 1247		<i>SUM:</i> 1247	
VOLUME/CAPACITY (V/C) RATIO:		0.795		0.844		0.906		0.906		0.907		0.907		0.907		0.907	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.695		0.744		0.806		0.806		0.807		0.807		0.807		0.807	
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>C</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>		<b>D</b>	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.001**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	<b>Motor Ave</b>	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF									
31	East-West Street:	<b>Pico Blvd</b>	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	PM									
No. of Phases		4			4			4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0			0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3										
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0										
ATSAC-1 or ATCS-2?		2			2			2									
Override Capacity		0			0			0									
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT					
MOVEMENT		Volume	No. of Lanes	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	221	1	221	14	235	1	235	0	235	1	235		235	1	235	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	6	0	0	0	6	0	0	0	6	0	0		6	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	440	2	0	27	467	2	0	12	479	2	0		2	481	2	0
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
SOUTHBOUND	Left	165	1	165	10	175	1	175	0	175	1	175		175	1	175	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	9	0	0	1	10	0	0	0	10	0	0		10	0	0	
	Through-Right		0	0			0	0			0	0			0	0	
	Right	270	1	230	17	287	1	244	0	287	1	244		287	1	244	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
EASTBOUND	Left	40	1	40	2	42	1	42	0	42	1	42		42	1	42	
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1110	2	442	68	1178	2	469	108	1286	2	505		3	1289	2	506
	Through-Right		1	442			1	469			1	505			1	506	
	Right	215	0	215	13	228	0	228	0	228	0	228		228	0	228	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
WESTBOUND	Left	518	1	518	32	550	1	550	46	596	1	596		1	597	1	597
	Left-Through		0	0			0	0			0	0			0	0	
	Through	1726	2	591	106	1832	2	627	118	1950	2	667		2	1952	2	667
	Through-Right		1	591			1	627			1	667			1	667	
	Right	47	0	47	3	50	0	50	0	50	0	50		50	0	50	
	Left-Through-Right		0	0			0	0			0	0			0	0	
	Left-Right		0	0			0	0			0	0			0	0	
CRITICAL VOLUMES		North-South: 451 East-West: 960 SUM: 1411		North-South: 479 East-West: 1019 SUM: 1497				North-South: 479 East-West: 1101 SUM: 1579				North-South: 479 East-West: 1103 SUM: 1581					
VOLUME/CAPACITY (V/C) RATIO:																	
V/C LESS ATSAC/ATCS ADJUSTMENT:																	
LEVEL OF SERVICE (LOS):																	

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.001**

Significant impacted? **NO**

# CMA Calculation Worksheet

I/S #:	North-South Street:	Avenue of the Stars	Year of Count:	2010	Ambient Growth: (%)	1	Conducted by:	TF								
32	East-West Street:	Pico Blvd	Projection Year:	2016	Peak Hour:	AM	Peak Hour:	AM								
	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?	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3	NB--- 0    SB--- 3								
		EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0	EB--- 0    WB--- 0								
	ATSAC-1 or ATCS-2?	2		2		2		2								
	Override Capacity	0		0		0		0								
		2010 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
	MOVEMENT	Volume	No. of Lanes	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
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
SOUTHBOUND	Left	53	2	29	3	56	2	31	15	71	2	39		71	2	39
	Left-Through		0	0			0	0			0	0			0	0
	Through	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
	Right	261	2	0	16	277	2	0	22	299	2	0	4	303	2	0
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
EASTBOUND	Left	942	3	349	58	1000	3	370	81	1081	3	400	1	1082	3	400
	Left-Through		0	0			0	0			0	0			0	0
	Through	1409	3	470	87	1496	3	499	125	1621	3	540	1	1622	3	541
	Through-Right		0	0			0	0			0	0			0	0
	Right	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
	Left-Right		0	0			0	0			0	0			0	0
WESTBOUND	Left	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
	Through	1619	2	656	100	1719	2	697	79	1798	2	747	2	1800	2	748
	Through-Right		1	656			1	697			1	747			1	748
	Right	350	0	350	22	372	0	372	73	445	0	445		445	0	445
	Left-Through-Right		0	0			0	0			0	0			0	0
	Left-Right		0	0			0	0			0	0			0	0
	CRITICAL VOLUMES	North-South: 29 East-West: 1005 SUM: 1034		North-South: 31 East-West: 1067 SUM: 1098				North-South: 39 East-West: 1147 SUM: 1187				North-South: 39 East-West: 1148 SUM: 1188				
	VOLUME/CAPACITY (V/C) RATIO:		0.726				0.770					0.833				0.833
	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626				0.670					0.733				0.733
	LEVEL OF SERVICE (LOS):		B				B					C				C

NO INPUT ALLOWED

INPUT DATA CELL

**PROJECT IMPACT**

Change in v/c due to project: **0.000**

Significant impacted? **NO**

# CMA Calculation Worksheet

<b>I/S #:</b> <b>32</b>	<b>North-South Street:</b>	<b>Avenue of the Stars</b>		<b>Year of Count:</b>	<b>2010</b>		<b>Ambient Growth: (%):</b>	<b>1</b>		<b>Conducted by:</b>	<b>TF</b>						
	<b>East-West Street:</b>	<b>Pico Blvd</b>		<b>Projection Year:</b>	<b>2016</b>		<b>Peak Hour:</b>	<b>PM</b>		<b>Peak Hour:</b>	<b>PM</b>						
<b>No. of Phases</b>				<b>3</b>				<b>3</b>				<b>3</b>					
<b>Opposed Ø'ing: N/S-1, E/W-2 or Both-3?</b>				<b>0</b>				<b>0</b>				<b>0</b>					
<b>Right Turns: FREE-1, NRTOR-2 or OLA-3?</b>		<b>NB---</b>	<b>0</b>	<b>SB---</b>	<b>3</b>	<b>NB---</b>	<b>0</b>	<b>SB---</b>	<b>3</b>	<b>NB---</b>	<b>0</b>	<b>B---</b>	<b>3</b>	<b>NB---</b>	<b>0</b>	<b>SB---</b>	<b>3</b>
		<b>EB---</b>	<b>0</b>	<b>WB---</b>	<b>0</b>	<b>EB---</b>	<b>0</b>	<b>WB---</b>	<b>0</b>	<b>EB---</b>	<b>0</b>	<b>B---</b>	<b>0</b>	<b>EB---</b>	<b>0</b>	<b>WB---</b>	<b>0</b>
<b>ATSAC-1 or ATCS-2?</b>				<b>2</b>				<b>2</b>				<b>2</b>					
<b>Override Capacity</b>				<b>0</b>				<b>0</b>				<b>0</b>					
		<b>2010 EXISTING COND.</b>			<b>2016 W/ AMBIENT GROWTH</b>				<b>2016 W/ RELATED PROJECT</b>				<b>2016 W/ PROJECT</b>				
<b>MOVEMENT</b>		<b>Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>of La</b>	<b>Lane Volume</b>	<b>Added Volume</b>	<b>Total Volume</b>	<b>No. of Lanes</b>	<b>Lane Volume</b>	
<b>NORTHBOUND</b>	<b>Left</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Left-Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Left-Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Left-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>SOUTHBOUND</b>	<b>Left</b>	325	2	179	20	345	2	190	68	413	2	227	0	413	2	227	
	<b>Left-Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Right</b>	782	2	308	48	830	2	327	76	906	2	358	2	908	2	358	
	<b>Left-Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Left-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>EASTBOUND</b>	<b>Left</b>	329	3	122	20	349	3	129	31	380	3	141	2	382	3	141	
	<b>Left-Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through</b>	1385	3	462	85	1470	3	490	90	1560	3	520	3	1563	3	521	
	<b>Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Left-Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Left-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>WESTBOUND</b>	<b>Left</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Left-Through</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	<b>Through</b>	1508	2	542	93	1601	2	575	85	1686	2	613	1	1687	2	613	
	<b>Through-Right</b>	0	1	542	0	542	1	575	0	542	1	613	0	542	1	613	
	<b>Right</b>	118	0	118	7	125	0	125	28	153	0	153	0	153	0	153	
	<b>Left-Through-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Left-Right</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>CRITICAL VOLUMES</b>		<i>North-South:</i>		<b>308</b>	<i>North-South:</i>		<b>327</b>	<i>North-South:</i>		<b>358</b>	<i>North-South:</i>		<b>358</b>	<i>East-West:</i>		<b>754</b>	
		<i>East-West:</i>		<b>664</b>	<i>East-West:</i>		<b>705</b>	<i>East-West:</i>		<b>754</b>	<i>East-West:</i>		<b>755</b>	<i>SUM:</i>		<b>1113</b>	
		<i>SUM:</i>		<b>972</b>	<i>SUM:</i>		<b>1032</b>	<i>SUM:</i>		<b>1111</b>	<i>SUM:</i>		<b>1111</b>				
<b>VOLUME/CAPACITY (V/C) RATIO:</b>				<b>0.682</b>			<b>0.724</b>			<b>0.780</b>			<b>0.781</b>				
<b>V/C LESS ATSAC/ATCS ADJUSTMENT:</b>				<b>0.582</b>			<b>0.624</b>			<b>0.680</b>			<b>0.681</b>				
<b>LEVEL OF SERVICE (LOS):</b>				<b>A</b>			<b>B</b>			<b>B</b>			<b>B</b>				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**



# CMA Calculation Worksheet

I/S #: <b>33</b>	North-South Street:	<b>Century Park East</b>		Year of Count:		<b>2010</b>	Ambient Growth: (%)		<b>1</b>	Conducted by:		<i>TF</i>				
	East-West Street:	<b>Pico Blvd</b>		Projection Year:		<b>2016</b>	Peak Hour:		<b>AM</b>	Peak Hour:		<i>AM</i>				
No. of Phases		4				4			4			4				
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0				0			0			0				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	3	EB---	0	WB---	3	EB---	0	WB---	3			
ATSAC-1 or ATCS-2?		2				2			2			2				
Override Capacity		0				0			0			0				
		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT			
MOVEMENT		Volume	No. of Lanes	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	5	0	5	0	5	0	5	79	84	0	84	84	84	0	84
	Left-Through		1	10		11	1	11		90	1	90		1	90	
	Through	9	0	0	1	10	0	0	0	10	0	0	10	0	0	
	Through-Right		1	10		11	1	11		90	1	90		1	90	
	Right	6	0	6	0	6	0	6	79	85	0	85	85	85	0	85
	Left-Through-Right		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	
SOUTHBOUND	Left	71	1	39	4	75	1	41	0	75	1	41	2	77	1	43
	Left-Through		1	43		46	1	46		46	1	46		1	46	
	Through	11	0	0	1	12	0	0	0	12	0	0	12	0	0	
	Through-Right		0	0		0	0		0	0	0	0	0	0	0	
	Right	72	1	0	4	76	1	0	0	76	1	0	2	78	1	0
	Left-Through-Right		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	
EASTBOUND	Left	497	2	273	31	528	2	290	0	528	2	290	1	529	2	291
	Left-Through		0	0		0	0	0		0	0	0		0	0	
	Through	933	2	320	57	990	2	340	15	1005	2	386	1005	1005	2	386
	Through-Right		1	320		340	1	386		386	1	386		1	386	
	Right	27	0	27	2	29	0	29	125	154	0	154	154	154	0	154
	Left-Through-Right		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	
WESTBOUND	Left	22	1	22	1	23	1	23	125	148	1	148	148	148	1	148
	Left-Through		0	0		0	0	0		0	0	0		0	0	
	Through	1934	3	645	119	2053	3	684	73	2126	3	709	2126	2126	3	709
	Through-Right		0	0		0	0	0		0	0	0		0	0	
	Right	728	1	689	45	773	1	731	1	774	1	732	1	775	1	732
	Left-Through-Right		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	
CRITICAL VOLUMES		<i>North-South:</i> 49 <i>East-West:</i> 962 <i>SUM:</i> 1011		<i>North-South:</i> 52 <i>East-West:</i> 1022 <i>SUM:</i> 1074				<i>North-South:</i> 131 <i>East-West:</i> 1023 <i>SUM:</i> 1154				<i>North-South:</i> 132 <i>East-West:</i> 1023 <i>SUM:</i> 1155				
VOLUME/CAPACITY (V/C) RATIO:		0.736		0.781				0.839				0.840				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.636		0.681				0.739				0.740				
LEVEL OF SERVICE (LOS):		<b>B</b>		<b>B</b>				<b>C</b>				<b>C</b>				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
 Change in v/c due to project: 0.001  
 Significant impacted? NO

# CMA Calculation Worksheet

<b>I/S #:</b> 33	North-South Street:	Century Park East		Year of Count:		2010		Ambient Growth: (%):		1		Conducted by:		TF			
	East-West Street:	Pico Blvd		Projection Year:		2016		Peak Hour:		AM		Peak Hour:		PM			
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---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3
ATSA-1 or ATCS-2?		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0					
<b>MOVEMENT</b>		2010 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
		Volume	No. of Lanes	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	
<b>NORTHBOUND</b>	Left	17	0	17	1	18	0	18	85	103	0	103	103	0	103		
	Left-Through			1	17			1	18			1	103			1	103
	Through	14	0	0	1	15	0	0	0	15	0	0	15	0	0		
	Through-Right			1	26			1	28			1	113			1	113
	Right	12	0	12	1	13	0	13	85	98	0	98	98	0	98		
	Left-Through-Right			0	0			0	0			0	0			0	0
	Left-Right			0	0			0	0			0	0			0	0
<b>SOUTHBOUND</b>	Left	547	1	301	34	581	1	319	0	581	1	319	1	582	1	320	
	Left-Through			1	250			1	266			1	266			1	266
	Through	4	0	0	0	4	0	0	0	4	0	0	4	0	0		
	Through-Right			0	0			0	0			0	0			0	0
	Right	463	1	414	28	491	1	439	0	491	1	439	1	492	1	438	
	Left-Through-Right			0	0			0	0			0	0			0	0
	Left-Right			0	0			0	0			0	0			0	0
<b>EASTBOUND</b>	Left	90	2	50	6	96	2	53	0	96	2	53	3	99	2	54	
	Left-Through			0	0			0	0			0	0			0	0
	Through	1603	2	538	99	1702	2	571	68	1770	2	624	1770	2	624		
	Through-Right			1	538			1	571			1	624			1	624
	Right	11	0	11	1	12	0	12	90	102	0	102	102	0	102		
	Left-Through-Right			0	0			0	0			0	0			0	0
	Left-Right			0	0			0	0			0	0			0	0
<b>WESTBOUND</b>	Left	10	1	10	1	11	1	11	90	101	1	101	101	1	101		
	Left-Through			0	0			0	0			0	0			0	0
	Through	1132	3	377	70	1202	3	401	28	1230	3	410	1230	3	410		
	Through-Right			0	0			0	0			0	0			0	0
	Right	177	1	0	11	188	1	0	5	193	1	0	195	1	0		
	Left-Through-Right			0	0			0	0			0	0			0	0
	Left-Right			0	0			0	0			0	0			0	0
<b>CRITICAL VOLUMES</b>		North-South: 431		North-South: 457		North-South: 542		North-South: 541		East-West: 548		East-West: 582		East-West: 724		East-West: 724	
		SUM: 979		SUM: 1039		SUM: 1266		SUM: 1266				SUM: 1266		SUM: 1266			
<b>VOLUME/CAPACITY (V/C) RATIO:</b>		0.712		0.755		0.921		0.921				0.921					
<b>V/C LESS ATSA/ATCS ADJUSTMENT:</b>		0.612		0.655		0.821		0.821				0.821					
<b>LEVEL OF SERVICE (LOS):</b>		B		B		D		D				D					

NO INPUT ALLOWED  
INPUT DATA CELL

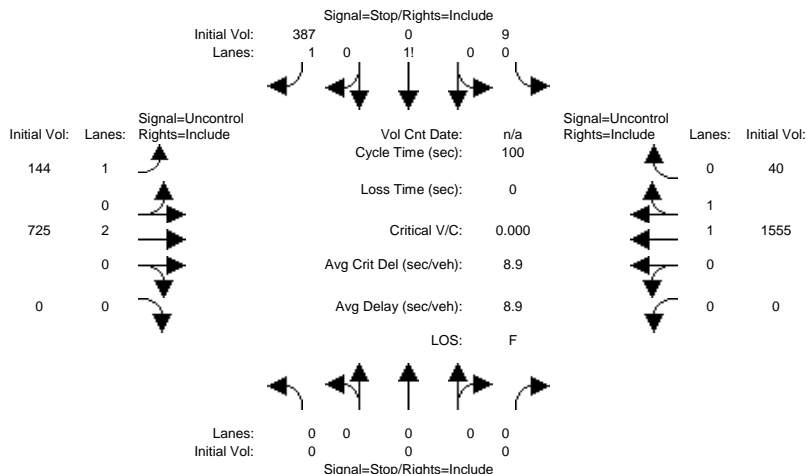
**PROJECT IMPACT**

Change in v/c due to project: 0.000

Significant impacted? NO

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
CBAM

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name:	Merv Griffin Way						N Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- ----- ----- -----											
Base Vol:	0	0	0	9	0	387	144	725	0	0	1555	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	387	144	725	0	0	1555	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	387	144	725	0	0	1555	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	387	144	725	0	0	1555	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	387	144	725	0	0	1555	40
Critical Gap Module:	----- ----- ----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Capacity Module:	----- ----- ----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxx	2226	2588	798	1595	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	38	26	333	416	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	27	17	333	416	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	0.00	1.16	0.35	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:	----- ----- ----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	3.5	1.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	29.7	18.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	D	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	223	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	7.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	84.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			57.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	2	0	0	0	1	1
Initial Vol:	0	0	0	0	9	0	387		144	725	0	0	0	1555	40	
ApproachDel:	xxxxxxx				57.6				xxxxxxx				xxxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=6.3]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=396]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=2860]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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 SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

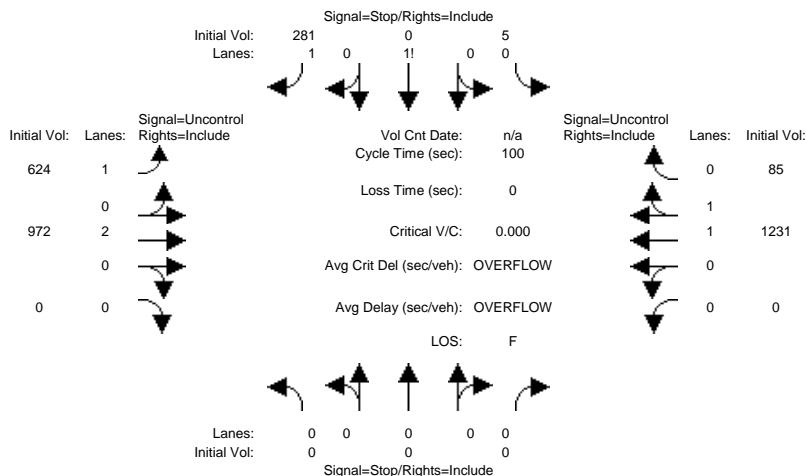
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	2	0	0	0	1	1
Initial Vol:	0	0	0	0	9	0	387		144	725	0	0	0	1555	40	
Major Street Volume:					2464											
Minor Approach Volume:					396											
Minor Approach Volume Threshold:	-14 [less than minimum of 150]															

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
CBPM

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name: Merv Griffin Way N Santa Monica Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 10 rows of volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with 12 columns and 2 rows of data showing critical gap and follow-up time values.

Table for Capacity Module with 12 columns and 4 rows of data showing conflict volume, potent capacity, move capacity, and volume/capacity ratios.

Table for Level of Service Module with 12 columns and 8 rows of data showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #34 Merv Griffin Way/N Santa Monica

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	5 0 281	624 972 0	0 1231 85
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=286]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=3198]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

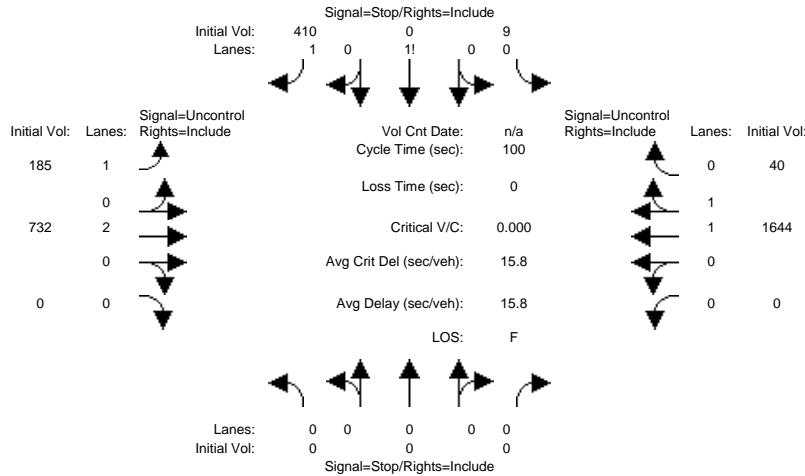
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0 0	5 0 281	624 972 0	0 1231 85
Major Street Volume:	2912			
Minor Approach Volume:	286			
Minor Approach Volume Threshold:	-86 [less than minimum of 150]			

SIGNAL WARRANT DISCLAIMER  
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CPAM\_DWY

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name:	Merv Griffin Way						N Santa Monica Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	9	0	410	185	732	0	0	1644	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	9	0	410	185	732	0	0	1644	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	9	0	410	185	732	0	0	1644	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	410	185	732	0	0	1644	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	410	185	732	0	0	1644	40
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2400	2766	842	1684	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	29	20	312	385	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	18	10	312	385	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.51	0.00	1.32	0.48	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	4.3	2.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	36.2	22.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	E	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	184	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	169	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			104.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	2	0	0	0	1	1
Initial Vol:	0	0	0	0	9	0	410		185	732	0		0	1644	40	
ApproachDel:	xxxxxxx				104.2				xxxxxxx				xxxxxxx			

Approach[southbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=12.1]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=419]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=3020]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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 SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0	0	0	1	0	1	0	2	0	0	0	1	1
Initial Vol:	0	0	0	0	9	0	410		185	732	0		0	1644	40	
Major Street Volume:					2601											
Minor Approach Volume:					419											
Minor Approach Volume Threshold:	-37 [less than minimum of 150]															

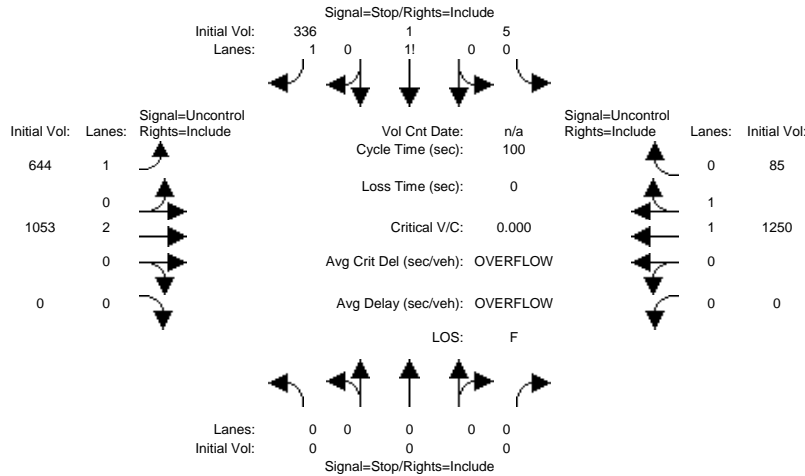
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 SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
CPPM\_DWY

Intersection #34: Merv Griffin Way/N Santa Monica



Street Name: Merv Griffin Way N Santa Monica Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing volume data for different movements and approaches. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing critical gap and follow-up times for various movements. Values are in seconds.

Table for Capacity Module showing conflict volume, potential capacity, move capacity, and volume/capacity ratios for different movements.

Table for Level of Service Module showing control delay, LOS by movement, shared capacity, shared queue, shared control delay, shared LOS, and approach delay/LOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
Intersection #34 Merv Griffin Way/N Santa Monica
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0	5 1 336	644 1053 0	0 1250 85
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[southbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=342]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=3374]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #34 Merv Griffin Way/N Santa Monica  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 1	1 0 2 0 0	0 0 1 1 0
Initial Vol:	0 0 0	5 1 336	644 1053 0	0 1250 85
Major Street Volume:	3032			
Minor Approach Volume:	342			
Minor Approach Volume Threshold:	-103 [less than minimum of 150]			

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 35) BEVERLY DRIVE &amp; N SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	88	0	0.000	N-S(1): 0.199
	TH	2.00	648	3,200	0.230 *	N-S(2): 0.253 *
	LT	1.00	33	1,600	0.021	E-W(1): 0.563 *
Westbound	RT	0.00	6	0	0.000	E-W(2): 0.550
	TH	2.00	1,672	3,200	0.524	
	LT	1.00	224	1,600	0.140 *	V/C: 0.816
Northbound	RT	0.00	171	0	0.000	Lost Time: 0.100
	TH	2.00	400	3,200	0.178	ITS: 0.000
	LT	1.00	37	1,600	0.023 *	
Eastbound	RT	0.00	27	0	0.000	ICU: 0.916
	TH	2.00	1,327	3,200	0.423 *	
	LT	1.00	42	1,600	0.026	LOS: E
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.426 *
	TH	2.00	424	3,200	0.147	N-S(2): 0.180
	LT	1.00	30	1,600	0.019 *	E-W(1): 0.681 *
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.518
	TH	2.00	1,552	3,200	0.494	
	LT	1.00	285	1,600	0.178 *	V/C: 1.107
Northbound	RT	0.00	427	0	0.000	Lost Time: 0.100
	TH	2.00	876	3,200	0.407 *	ITS: 0.000
	LT	1.00	53	1,600	0.033	
Eastbound	RT	0.00	36	0	0.000	ICU: 1.207
	TH	2.00	1,573	3,200	0.503 *	
	LT	1.00	39	1,600	0.024	LOS: F

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 35) BEVERLY DRIVE &amp; N SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	88	0	0.000	N-S(1): 0.199
	TH	2.00	648	3,200	0.230 *	N-S(2): 0.253 *
	LT	1.00	33	1,600	0.021	E-W(1): 0.565 *
Westbound	RT	0.00	6	0	0.000	E-W(2): 0.551
	TH	2.00	1,673	3,200	0.525	
	LT	1.00	224	1,600	0.140 *	V/C: 0.818
Northbound	RT	0.00	171	0	0.000	Lost Time: 0.100
	TH	2.00	400	3,200	0.178	ITS: 0.000
	LT	1.00	37	1,600	0.023 *	
Eastbound	RT	0.00	27	0	0.000	ICU: 0.918
	TH	2.00	1,332	3,200	0.425 *	
	LT	1.00	42	1,600	0.026	LOS: E
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.426 *
	TH	2.00	424	3,200	0.147	N-S(2): 0.180
	LT	1.00	30	1,600	0.019 *	E-W(1): 0.682 *
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.520
	TH	2.00	1,557	3,200	0.496	
	LT	1.00	285	1,600	0.178 *	V/C: 1.108
Northbound	RT	0.00	427	0	0.000	Lost Time: 0.100
	TH	2.00	876	3,200	0.407 *	ITS: 0.000
	LT	1.00	53	1,600	0.033	
Eastbound	RT	0.00	36	0	0.000	ICU: 1.208
	TH	2.00	1,576	3,200	0.504 *	
	LT	1.00	39	1,600	0.024	LOS: F

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 36) BEVERLY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	235	0	0.000	N-S(1): 0.135
	TH	2.00	654	3,200	0.278 *	N-S(2): 0.313 *
	LT	0.00	0	0	0.000	E-W(1): 0.286
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.528 *
	TH	2.00	1,412	3,200	0.447 *	
	LT	1.00	148	1,600	0.093	V/C: 0.841
Northbound	RT	1.00	106	1,600	0.020	Lost Time: 0.100
	TH	2.00	431	3,200	0.135	ITS: 0.000
	LT	1.00	56	1,600	0.035 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.941
	TH	2.00	549	3,200	0.193	
	LT	1.00	130	1,600	0.081 *	LOS: E
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	262	0	0.000	N-S(1): 0.300 *
	TH	2.00	488	3,200	0.234	N-S(2): 0.265
	LT	0.00	0	0	0.000 *	E-W(1): 0.488 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.470
	TH	2.00	780	3,200	0.260	
	LT	1.00	80	1,600	0.050 *	V/C: 0.788
Northbound	RT	1.00	178	1,600	0.086	Lost Time: 0.100
	TH	2.00	959	3,200	0.300 *	ITS: 0.000
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	157	0	0.000	ICU: 0.888
	TH	2.00	1,245	3,200	0.438 *	
	LT	1.00	336	1,600	0.210	LOS: D

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 36) BEVERLY DRIVE &amp; S SANTA MONICA BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	235	0	0.000	N-S(1): 0.135
	TH	2.00	654	3,200	0.278 *	N-S(2): 0.313 *
	LT	0.00	0	0	0.000	E-W(1): 0.288
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.529 *
	TH	2.00	1,413	3,200	0.448 *	V/C: 0.842
	LT	1.00	148	1,600	0.093	Lost Time: 0.100
Northbound	RT	1.00	106	1,600	0.020	ITS: 0.000
	TH	2.00	431	3,200	0.135	
	LT	1.00	56	1,600	0.035 *	ICU: 0.942
Eastbound	RT	0.00	70	0	0.000	
	TH	2.00	555	3,200	0.195	LOS: E
	LT	1.00	130	1,600	0.081 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	262	0	0.000	N-S(1): 0.300 *
	TH	2.00	488	3,200	0.234	N-S(2): 0.265
	LT	0.00	0	0	0.000 *	E-W(1): 0.489 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.471
	TH	2.00	785	3,200	0.261	V/C: 0.789
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	178	1,600	0.086	ITS: 0.000
	TH	2.00	959	3,200	0.300 *	
	LT	1.00	50	1,600	0.031	ICU: 0.889
Eastbound	RT	0.00	157	0	0.000	
	TH	2.00	1,248	3,200	0.439 *	LOS: D
	LT	1.00	336	1,600	0.210	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 37) BEVERLY DRIVE &amp; WILSHIRE BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.094	N-S(1): 0.186
	TH	2.00	480	3,200	0.150 *	N-S(2): 0.249 *
	LT	0.00	0	0	0.000	E-W(1): 0.462
Westbound	RT	0.00	107	0	0.000	E-W(2): 0.516 *
	TH	3.00	2,086	4,800	0.457 *	
	LT	1.00	233	1,600	0.146	V/C: 0.765
Northbound	RT	1.00	195	1,600	0.049	Lost Time: 0.100
	TH	2.00	596	3,200	0.186	ITS: 0.000
	LT	1.00	159	1,600	0.099 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.865
	TH	3.00	1,358	4,800	0.316	
	LT	1.00	95	1,600	0.059 *	LOS: D
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	216	1,600	0.135	N-S(1): 0.236
	TH	2.00	530	3,200	0.166 *	N-S(2): 0.270 *
	LT	0.00	0	0	0.000	E-W(1): 0.685 *
Westbound	RT	0.00	249	0	0.000	E-W(2): 0.524
	TH	3.00	1,615	4,800	0.388	
	LT	1.00	375	1,600	0.234 *	V/C: 0.955
Northbound	RT	1.00	275	1,600	0.055	Lost Time: 0.100
	TH	2.00	754	3,200	0.236	ITS: 0.000
	LT	1.00	166	1,600	0.104 *	
Eastbound	RT	0.00	213	0	0.000	ICU: 1.055
	TH	3.00	1,953	4,800	0.451 *	
	LT	1.00	217	1,600	0.136	LOS: F

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 37) BEVERLY DRIVE &amp; WILSHIRE BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.094	N-S(1): 0.186
	TH	2.00	480	3,200	0.150 *	N-S(2): 0.249 *
	LT	0.00	0	0	0.000	E-W(1): 0.464
Westbound	RT	0.00	107	0	0.000	E-W(2): 0.516 *
	TH	3.00	2,088	4,800	0.457 *	
	LT	1.00	233	1,600	0.146	V/C: 0.765
Northbound	RT	1.00	195	1,600	0.049	Lost Time: 0.100
	TH	2.00	596	3,200	0.186	ITS: 0.000
	LT	1.00	159	1,600	0.099 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.865
	TH	3.00	1,367	4,800	0.318	
	LT	1.00	95	1,600	0.059 *	LOS: D
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	216	1,600	0.135	N-S(1): 0.236
	TH	2.00	530	3,200	0.166 *	N-S(2): 0.270 *
	LT	0.00	0	0	0.000	E-W(1): 0.686 *
Westbound	RT	0.00	249	0	0.000	E-W(2): 0.526
	TH	3.00	1,623	4,800	0.390	
	LT	1.00	375	1,600	0.234 *	V/C: 0.956
Northbound	RT	1.00	275	1,600	0.055	Lost Time: 0.100
	TH	2.00	754	3,200	0.236	ITS: 0.000
	LT	1.00	166	1,600	0.104 *	
Eastbound	RT	0.00	213	0	0.000	ICU: 1.056
	TH	3.00	1,958	4,800	0.452 *	
	LT	1.00	217	1,600	0.136	LOS: F

\* - Denotes critical movement



<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 38) BEVERLY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE BASE CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.289 * N-S(2): 0.181 E-W(1): 0.376 E-W(2): 0.524 *
	TH	2.00	305	3,200	0.097	
	LT	1.00	86	1,600	0.054 *	
Westbound	RT	0.00	103	0	0.000	V/C: 0.813 Lost Time: 0.100 ITS: -0.070
	TH	3.00	2,413	4,800	0.524 *	
	LT	1.00	29	1,600	0.018	
Northbound	RT	0.00	20	0	0.000	ICU: 0.843
	TH	2.00	731	3,200	0.235 *	
	LT	1.00	135	1,600	0.084	
Eastbound	RT	0.00	71	0	0.000	LOS: D
	TH	3.00	1,648	4,800	0.358	
	LT	0.00	0	0	0.000 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.281 N-S(2): 0.296 * E-W(1): 0.528 * E-W(2): 0.436
	TH	2.00	716	3,200	0.227 *	
	LT	1.00	147	1,600	0.092	
Westbound	RT	0.00	129	0	0.000	V/C: 0.824 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,965	4,800	0.436	
	LT	1.00	45	1,600	0.028 *	
Northbound	RT	0.00	35	0	0.000	ICU: 0.854
	TH	2.00	571	3,200	0.189	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	121	0	0.000	LOS: D
	TH	3.00	2,281	4,800	0.500 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

<b>Project Title: 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)</b> <b>Intersection: 38) BEVERLY DRIVE &amp; OLYMPIC BOULEVARD</b> <b>Description: CUMULATIVE PLUS PROJECT CONDITIONS</b>						
<b>Date/Time: AM PEAK HOUR (7:30-8:30)</b>						
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	7 %					V/C Round Off (decs.) : 3
OLA Movements :						
FF Movements:						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	5	0	0.000	N-S(1): 0.289 * N-S(2): 0.182 E-W(1): 0.379 E-W(2): 0.525 *
	TH	2.00	305	3,200	0.097	
	LT	1.00	86	1,600	0.054 *	
Westbound	RT	0.00	103	0	0.000	V/C: 0.814 Lost Time: 0.100 ITS: -0.070
	TH	3.00	2,415	4,800	0.525 *	
	LT	1.00	29	1,600	0.018	
Northbound	RT	0.00	20	0	0.000	ICU: 0.844
	TH	2.00	731	3,200	0.235 *	
	LT	1.00	136	1,600	0.085	
Eastbound	RT	0.00	76	0	0.000	LOS: D
	TH	3.00	1,656	4,800	0.361	
	LT	0.00	0	0	0.000 *	
<b>Date/Time: PM PEAK HOUR (5:00-6:00)</b>						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.281 N-S(2): 0.299 * E-W(1): 0.530 * E-W(2): 0.438
	TH	2.00	716	3,200	0.227 *	
	LT	1.00	147	1,600	0.092	
Westbound	RT	0.00	129	0	0.000	V/C: 0.829 Lost Time: 0.100 ITS: -0.070
	TH	3.00	1,972	4,800	0.438	
	LT	1.00	45	1,600	0.028 *	
Northbound	RT	0.00	35	0	0.000	ICU: 0.859
	TH	2.00	571	3,200	0.189	
	LT	1.00	115	1,600	0.072 *	
Eastbound	RT	0.00	124	0	0.000	LOS: D
	TH	3.00	2,285	4,800	0.502 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 39) BEVERWIL DRIVE & OLYMPIC BOULEVARD  
**Description:** CUMULATIVE BASE CONDITIONS

**Date/Time:** AM PEAK HOUR (7:30-8:30)

Thru Lane: 1600 vph	N-S Split Phase : N
Left Lane: 1600 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 7 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	149	0	0.000	N-S(1): 0.146 N-S(2): 0.275 * E-W(1): 0.366 E-W(2): 0.570 *  V/C: 0.845 Lost Time: 0.100 ITS: -0.070  ICU: 0.875 LOS: D
	TH	2.00	271	3,200	0.131 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,520	4,800	0.525 *	
	LT	1.00	32	1,600	0.020	
Northbound	RT	0.00	92	0	0.000	
	TH	2.00	375	3,200	0.146	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	31	0	0.000	
	TH	3.00	1,628	4,800	0.346	
	LT	1.00	72	1,600	0.045 *	

**Date/Time:** PM PEAK HOUR (5:00-6:00)

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	168	0	0.000	N-S(1): 0.118 N-S(2): 0.268 * E-W(1): 0.538 * E-W(2): 0.465  V/C: 0.806 Lost Time: 0.100 ITS: -0.070  ICU: 0.836 LOS: D
	TH	2.00	472	3,200	0.200 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,022	4,800	0.421	
	LT	1.00	65	1,600	0.041 *	
Northbound	RT	0.00	68	0	0.000	
	TH	2.00	308	3,200	0.118	
	LT	1.00	109	1,600	0.068 *	
Eastbound	RT	0.00	51	0	0.000	
	TH	3.00	2,333	4,800	0.497 *	
	LT	1.00	70	1,600	0.044	

\* - Denotes critical movement

**Project Title:** 10000 SANTA MONICA BOULEVARD (ref. SM10-2424.01)  
**Intersection:** 39) BEVERWIL DRIVE & OLYMPIC BOULEVARD  
**Description:** CUMULATIVE PLUS PROJECT CONDITIONS

**Date/Time:** **AM PEAK HOUR (7:30-8:30)**

Thru Lane: 1600 vph	N-S Split Phase : N
Left Lane: 1600 vph	E-W Split Phase : N
Double Lt Penalty: 20 %	Lost Time (% of cycle) : 10
ITS: 7 %	V/C Round Off (decs.) : 3
OLA Movements :	
FF Movements:	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	149	0	0.000	N-S(1): 0.146 N-S(2): 0.275 * E-W(1): 0.368 E-W(2): 0.571 *  V/C: 0.846 Lost Time: 0.100 ITS: -0.070  ICU: 0.876  LOS: D
	TH	2.00	271	3,200	0.131 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,523	4,800	0.526 *	
	LT	1.00	32	1,600	0.020	
Northbound	RT	0.00	92	0	0.000	
	TH	2.00	375	3,200	0.146	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	31	0	0.000	
	TH	3.00	1,641	4,800	0.348	
	LT	1.00	72	1,600	0.045 *	

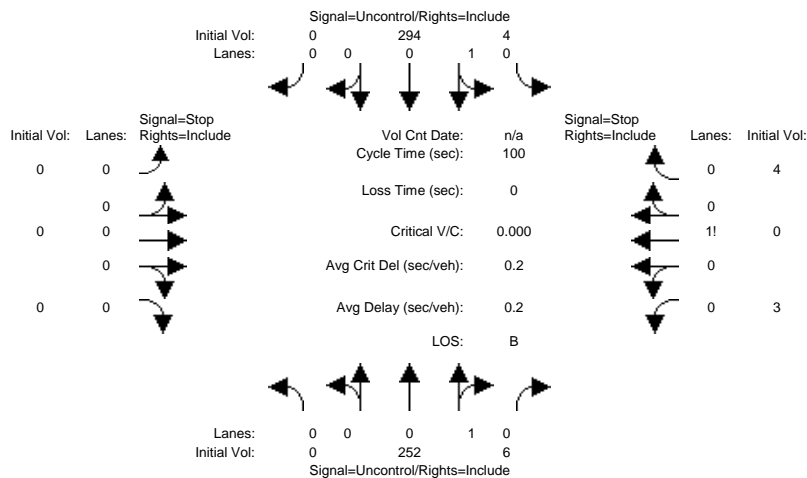
**Date/Time:** **PM PEAK HOUR (5:00-6:00)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	168	0	0.000	N-S(1): 0.118 N-S(2): 0.268 * E-W(1): 0.539 * E-W(2): 0.468  V/C: 0.807 Lost Time: 0.100 ITS: -0.070  ICU: 0.837  LOS: D
	TH	2.00	472	3,200	0.200 *	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	3.00	2,033	4,800	0.424	
	LT	1.00	65	1,600	0.041 *	
Northbound	RT	0.00	68	0	0.000	
	TH	2.00	308	3,200	0.118	
	LT	1.00	109	1,600	0.068 *	
Eastbound	RT	0.00	51	0	0.000	
	TH	3.00	2,340	4,800	0.498 *	
	LT	1.00	70	1,600	0.044	

\* - Denotes critical movement

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
CBAM

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	252	6	4	294	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	252	6	4	294	0	0	0	0	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	252	6	4	294	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	401	10	6	468	0	0	0	0	5	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	401	10	6	468	0	0	0	0	5	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	411	xxxx	xxxxx	xxxx	xxxx	xxxxx	887	887	406
Potent Cap.:	xxxx	xxxx	xxxxx	1159	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	285	649
Move Cap.:	xxxx	xxxx	xxxxx	1159	xxxx	xxxxx	xxxx	xxxx	xxxxx	316	284	649
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	447	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	13.3	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	A	*	*	*	*	*	*	B	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #40 Moreno Drive/Alley

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 252 6	4 294 0	0 0 0 0	3 0 4
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	13.3

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=563]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

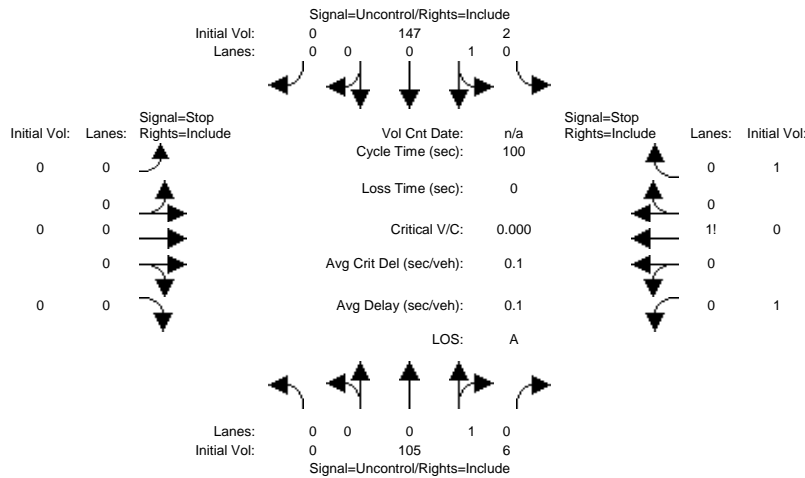
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 252 6	4 294 0	0 0 0 0	3 0 4
Major Street Volume:	556			
Minor Approach Volume:	7			
Minor Approach Volume Threshold:	376			

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CBPM

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	105	6	2	147	0	0	0	0	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	105	6	2	147	0	0	0	0	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	105	6	2	147	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	115	7	2	161	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	115	7	2	161	0	0	0	0	1	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	122	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	284	118
Potent Cap.:	xxxx	xxxx	xxxxxx	1478	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	711	629	939
Move Cap.:	xxxx	xxxx	xxxxxx	1478	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	710	628	939
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	809	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.5	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	A	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 105 6	2 147 0	0 0 0 0	1 0 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	9.5

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=262]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 105 6	2 147 0	0 0 0 0	1 0 1
Major Street Volume:	260			
Minor Approach Volume:	2			
Minor Approach Volume Threshold:	579			

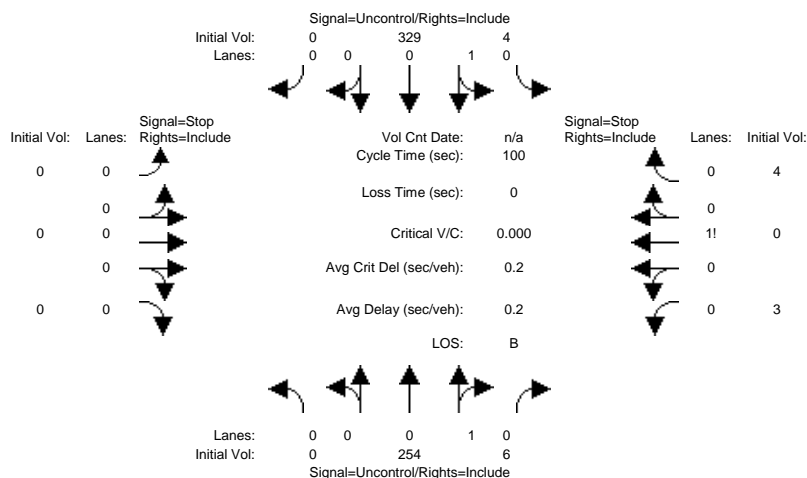
SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CPAM\_DWY

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	254	6	4	329	0	0	0	0	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	254	6	4	329	0	0	0	0	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	254	6	4	329	0	0	0	0	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	404	10	6	524	0	0	0	0	5	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	404	10	6	524	0	0	0	0	5	0	6
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	414	xxxx	xxxxx	xxxx	xxxx	xxxxx	946	946	409
Potent Cap.:	xxxx	xxxx	xxxxxx	1156	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	293	264	647
Move Cap.:	xxxx	xxxx	xxxxxx	1156	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	291	262	647
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	425	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	13.7	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	13.7	xxxxxxx	xxxxxxx	xxxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 254 6	4 329 0	0 0 0 0	3 0 4
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	13.7

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=600]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #40 Moreno Drive/Alley

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 254 6	4 329 0	0 0 0 0	3 0 4
Major Street Volume:	593			
Minor Approach Volume:	7			
Minor Approach Volume Threshold:	359			

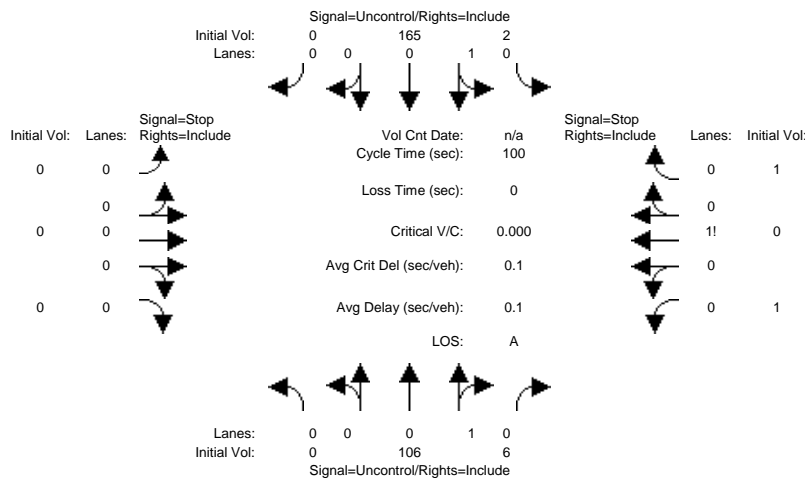
SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CPPM\_DWY

Intersection #40: Moreno Drive/Alley



Street Name:	Moreno Dr						Alley					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	106	6	2	165	0	0	0	0	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	106	6	2	165	0	0	0	0	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	106	6	2	165	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	116	7	2	181	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	116	7	2	181	0	0	0	0	1	0	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	123	xxxx	xxxxx	xxxx	xxxx	xxxxx	304	304	119
Potent Cap.:	xxxx	xxxx	xxxxxx	1477	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	692	612	938
Move Cap.:	xxxx	xxxx	xxxxxx	1477	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	691	611	938
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	796	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.5	xxxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 106 6	2 165 0	0 0 0 0	1 0 1
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	9.5

Approach[westbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=281]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #40 Moreno Drive/Alley  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

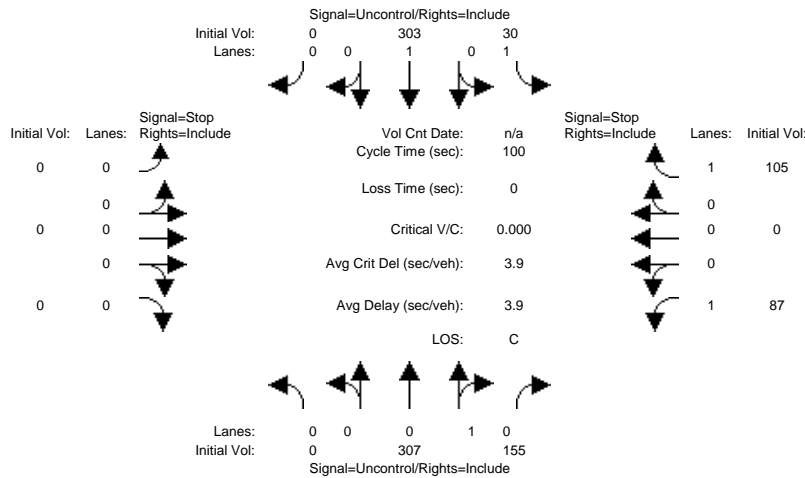
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 0 1 0 0
Initial Vol:	0 106 6	2 165 0	0 0 0 0	1 0 1
Major Street Volume:	279			
Minor Approach Volume:	2			
Minor Approach Volume Threshold:	560			

SIGNAL WARRANT DISCLAIMER  
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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CBAM

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	307	155	30	303	0	0	0	0	87	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	307	155	30	303	0	0	0	0	87	0	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	307	155	30	303	0	0	0	0	87	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
PHF Volume:	0	391	197	38	386	0	0	0	0	111	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	391	197	38	386	0	0	0	0	111	0	134
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxx	589	xxxx	xxxxx	xxxx	xxxx	xxxxx	952	xxxx	490
Potent Cap.:	xxxx	xxxx	xxxxxx	997	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	290	xxxx	582
Move Cap.:	xxxx	xxxx	xxxxxx	997	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	282	xxxx	582
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	xxxx	0.23
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.8	xxxx	0.9
Control Del:	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	25.8	xxxx	13.0
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	18.8	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	C	*	*	

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 307 155	30 303 0	0 0 0 0	87 0 105
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	18.8

Approach[westbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.0]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=192]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=987]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]  
\*\*\*\*\*  
Intersection #41 Moreno Dr/Spalding Dr  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

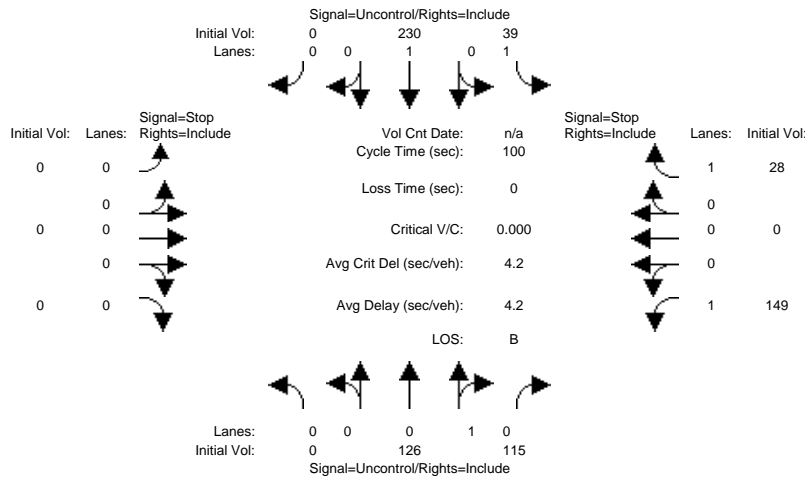
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 307 155	30 303 0	0 0 0 0	87 0 105
Major Street Volume:	795			
Minor Approach Volume:	192			
Minor Approach Volume Threshold:	473			

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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CBPM

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	126	115	39	230	0	0	0	0	149	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	126	115	39	230	0	0	0	0	149	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	126	115	39	230	0	0	0	0	149	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	135	124	42	247	0	0	0	0	160	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	135	124	42	247	0	0	0	0	160	0	30
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxx	259	xxxx	xxxxx	xxxx	xxxx	xxxxx	528	xxxx	197
Potent Cap.:	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	514	xxxx	849
Move Cap.:	xxxx	xxxx	xxxxx	1317	xxxx	xxxxx	xxxx	xxxx	xxxxx	502	xxxx	849
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	0.04
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.5	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	14.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 126 115	39 230 0	0 0 0 0	149 0 28
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	14.5

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.7]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=177]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=687]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 126 115	39 230 0	0 0 0 0	149 0 28
Major Street Volume:	510			
Minor Approach Volume:	177			
Minor Approach Volume Threshold:	664			

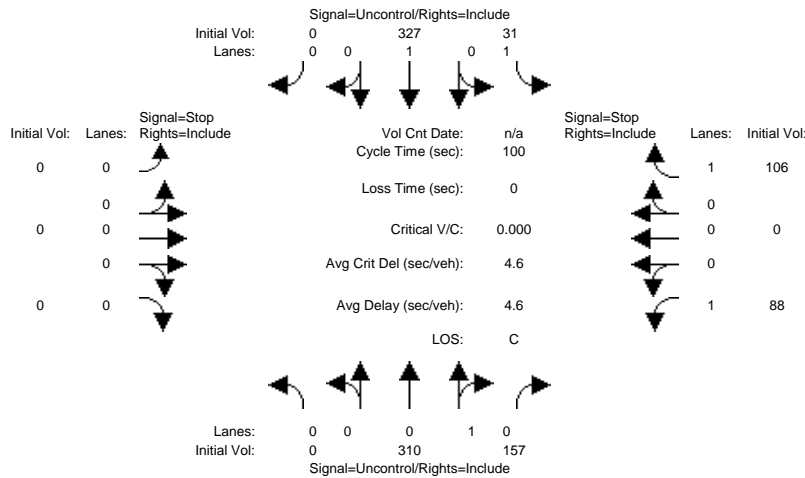
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Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CPAM\_DWY

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	310	157	31	327	0	0	0	0	88	0	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	310	157	31	327	0	0	0	0	88	0	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	310	157	31	327	0	0	0	0	88	0	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
PHF Volume:	0	422	214	42	445	0	0	0	0	120	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	422	214	42	445	0	0	0	0	120	0	144
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	635	xxxx	xxxxx	xxxx	xxxx	xxxxx	1058	xxxx	529
Potent Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	xxxx	554
Move Cap.:	xxxx	xxxx	xxxxx	958	xxxx	xxxxx	xxxx	xxxx	xxxxx	243	xxxx	554
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	0.26
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.5	xxxx	1.0
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.5	xxxx	13.8
LOS by Move:	*	*	*	A	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			22.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 310 157	31 327 0	0 0 0 0	88 0 106
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	22.7

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=1.2]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=194]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=1019]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

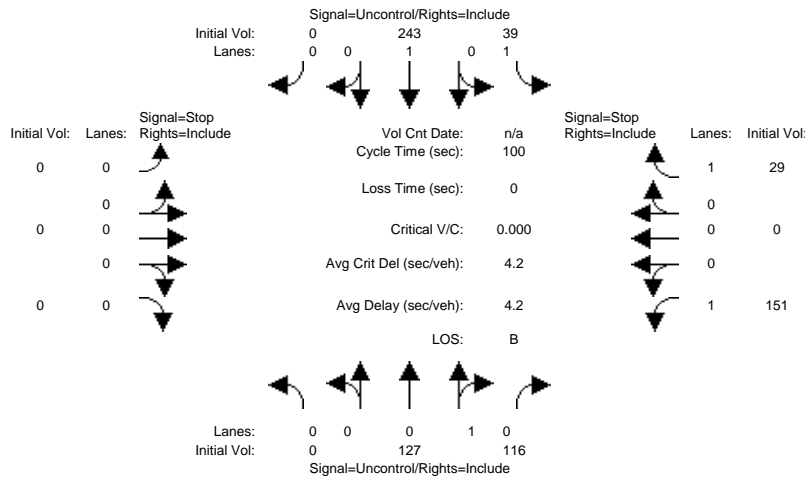
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 310 157	31 327 0	0 0 0 0	88 0 106
Major Street Volume:	825			
Minor Approach Volume:	194			
Minor Approach Volume Threshold:	457			

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 CPPM\_DWY

Intersection #41: Moreno Dr/Spalding Dr



Street Name:	Spalding Dr						Moreno Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:	----- ----- ----- -----											
Base Vol:	0	127	116	39	243	0	0	0	0	151	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	127	116	39	243	0	0	0	0	151	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	127	116	39	243	0	0	0	0	151	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	136	125	42	261	0	0	0	0	162	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	136	125	42	261	0	0	0	0	162	0	31
Critical Gap Module:	----- ----- ----- -----											
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:	----- ----- ----- -----											
Cnflct Vol:	xxxx	xxxx	xxxxx	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	544	xxxx	199
Potent Cap.:	xxxx	xxxx	xxxxx	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	504	xxxx	847
Move Cap.:	xxxx	xxxx	xxxxx	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	492	xxxx	847
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.04
Level Of Service Module:	----- ----- ----- -----											
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.9	xxxx	9.4
LOS by Move:	*	*	*	A	*	*	*	*	*	C	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			14.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 127 116	39 243 0	0 0 0 0	151 0 29
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	14.8

Approach[westbound][lanes=2][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.7]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=180]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=705]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #41 Moreno Dr/Spalding Dr  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	1 0 1 0 0	0 0 0 0 0	1 0 0 0 1
Initial Vol:	0 127 116	39 243 0	0 0 0 0	151 0 29
Major Street Volume:	525			
Minor Approach Volume:	180			
Minor Approach Volume Threshold:	651			

SIGNAL WARRANT DISCLAIMER  
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

I/S #: <b>42</b>	North-South Street:	<b>Beverly Glen Blvd</b>		Year of Count:	<b>2011</b>		Ambient Growth: (%):	<b>1</b>		Conducted by:	<b>TF</b>						
	East-West Street:	<b>Pico Blvd</b>		Projection Year:	<b>2016</b>		Peak Hour:	<b>AM</b>		Peak Hour:	<b>AM</b>						
No. of Phases		3		3		3		3		3							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3				
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0				
ATSAC-1 or ATCS-2?		2		2		2		2		2							
Override Capacity		0		0		0		0		0							
		2011 EXISTING COND.			2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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	
	Left-Through	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	
	Through-Right	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	
	Left-Through-Right	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		
SOUTHBOUND	Left	336	2	185	17	353	2	194	0	353	2	194	0	353	2	194	
	Left-Through	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	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	262	1	0	13	275	1	0	0	275	1	0	0	275	1	0	
	Left-Through-Right	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		
EASTBOUND	Left	393	1	393	20	413	1	413	0	413	1	413	0	413	1	413	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1958	3	653	100	2058	3	686	157	2215	3	738	1	2216	3	739	
	Through-Right	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	
	Left-Through-Right	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		
WESTBOUND	Left	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	
	Through	1300	2	535	66	1366	2	562	84	1450	2	590	3	1453	2	591	
	Through-Right	0	1	535	0	535	1	562	0	535	1	590	0	535	1	591	
	Right	305	0	305	16	321	0	321	0	321	0	321	0	321	0	321	
	Left-Through-Right	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		
CRITICAL VOLUMES		North-South: 185		185		North-South: 194		194		North-South: 194		194		North-South: 194		194	
		East-West: 928		928		East-West: 975		975		East-West: 1003		1003		East-West: 1004		1004	
		SUM: 1113		1113		SUM: 1170		1170		SUM: 1198		1198		SUM: 1199		1199	
VOLUME/CAPACITY (V/C) RATIO:		0.781		0.781		0.821		0.821		0.840		0.840		0.841		0.841	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.681		0.681		0.721		0.721		0.740		0.740		0.741		0.741	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C	

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: **0.001**  
Significant impacted? **NO**

I/S #: 42	North-South Street:	Beverly Glen Blvd		Year of Count:	2011		Ambient Growth: (%):	1		Conducted by:	TF					
	East-West Street:	Pico Blvd		Projection Year:	2016		Peak Hour:	PM		Peak Hour:	PM					
No. of Phases		3		3		3		3		3						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB---	0	SB---	3	NB---	0	SB---	3	NB---	0	SB---	3			
		EB---	0	WB---	0	EB---	0	WB---	0	EB---	0	WB---	0			
ATSAC-1 or ATCS-2?		2		2		2		2		2						
Override Capacity		0		0		0		0		0						
		2011 EXISTING COND.		2016 W/ AMBIENT GROWTH				2016 W/ RELATED PROJECTS				2016 W/ PROJECT				
MOVEMENT		Volume	No. of Lanes	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
	Left-Through	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
	Through-Right	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
	Left-Through-Right	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	
SOUTHBOUND	Left	338	2	186	17	355	2	195	0	355	2	195	0	355	2	195
	Left-Through	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
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	367	1	77	19	386	1	81	0	386	1	81	0	386	1	81
	Left-Through-Right	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	
EASTBOUND	Left	290	1	290	15	305	1	305	0	305	1	305	0	305	1	305
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1099	3	366	56	1155	3	385	97	1252	3	417	3	1255	3	418
	Through-Right	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
	Left-Through-Right	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	
WESTBOUND	Left	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
	Through	1783	2	674	91	1874	2	708	115	1989	2	746	2	1991	2	747
	Through-Right	0	1	674	0	674	1	708	0	674	1	746	0	674	1	747
	Right	238	0	238	12	250	0	250	0	250	0	250	0	250	0	250
	Left-Through-Right	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	
CRITICAL VOLUMES		North-South: 186		North-South: 195		North-South: 195		North-South: 195		North-South: 195		North-South: 195				
		East-West: 964		East-West: 1013		East-West: 1051		East-West: 1051		East-West: 1052		East-West: 1052				
		SUM: 1150		SUM: 1208		SUM: 1247		SUM: 1247		SUM: 1247		SUM: 1247				
VOLUME/CAPACITY (V/C) RATIO:		0.807		0.848		0.875		0.875		0.875		0.875				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.707		0.748		0.775		0.775		0.775		0.775				
LEVEL OF SERVICE (LOS):		C		C		C		C		C		C				

NO INPUT ALLOWED  
INPUT DATA CELL

**PROJECT IMPACT**  
Change in v/c due to project: 0.000  
Significant impacted? NO

**APPENDIX D:  
TRIP GENERATION**

## APPENDIX D

## Comparison of Observed Los Angeles Mid-Rise and High-Rise Residential Trip Generation Rates to ITE Trip Generation Rates

Name	Land Use	Location	Dwelling Units	AM Peak Hour		PM Peak Hour	
				Average Observed Trips	Observed Trip Rate per DU	Average Observed Trips	Observed Trip Rate per DU
<b>Mid-Rise Apartment [a]</b>							
<b>Empirical Studies [b]</b>							
The Medici, 725 Bixel Street	Mid-Rise Apartment	Center City West	632		0.15		0.15
Skyline Terrace, 930 Figueroa Terrace	Mid-Rise Apartment	Downtown Adjacent	198		0.33		0.20
Palazzo East at Park La Brea	Mid-Rise Apartment	Mid-Wilshire	610		0.27		0.28
		<i>Mid-Rise Apartment Average</i>	480		0.25		0.21
		<i>Mid-Rise Apartment Weighted Average</i>			0.23		0.21
<b>ITE Trip Rates [c]</b>							
	Apartment (ITE Code 220)				0.51		0.62
		<i>Empirical Compared to ITE</i>			-56%		-66%
	Mid-Rise Apartment (ITE Code 223)				0.30		0.39
		<i>Empirical Compared to ITE</i>			-25%		-46%
<b>High-Rise Condominium [d]</b>							
<b>Empirical Studies [e]</b>							
2160/2170 Century Park East	High-Rise Condominium	West Los Angeles	496	143	0.29	139	0.28
Remington, 10727 Wilshire	High-Rise Condominium	West Los Angeles	93	28	0.30	38	0.41
Wilshire Regent, 10501 Wilshire	High-Rise Condominium	West Los Angeles	208	36	0.17	33	0.16
Blair House, 10490 Wilshire	High-Rise Condominium	West Los Angeles	128	30	0.23	68	0.53
		<i>High-Rise Condominium Average</i>	231		0.25		0.34
		<i>High-Rise Condominium Weighted Average</i>			0.26		0.30
<b>ITE Trip Rates [c]</b>							
	Condominium (ITE Code 230)				0.44		0.52
		<i>Empirical Compared to ITE</i>			-42%		-42%
	High-Rise Condominium (ITE Code 232)				0.34		0.38
		<i>Empirical Compared to ITE</i>			-25%		-21%

## Notes:

[a] Mid-rise apartment defined by ITE as apartments in rental buildings that have between three and ten floors.

[b] Source: *Application of ITE Mid-Rise Apartment Trip Rates*, Fehr & Peers/Kaku Associates, 2007.

[c] Source: *Trip Generation, An ITE Informational Report, 8th Edition*, Institute of Transportation Engineers, 2008.

[d] High-rise residential condominium defined by ITE as ownership units in buildings that have three or more floors.

[e] Source: Empirical studies conducted in 2005 by Overland Traffic Consultants and Fehr & Peers/Kaku Associates.



**APPENDIX E:  
RELATED PROJECTS ONLY TRAFFIC VOLUME**



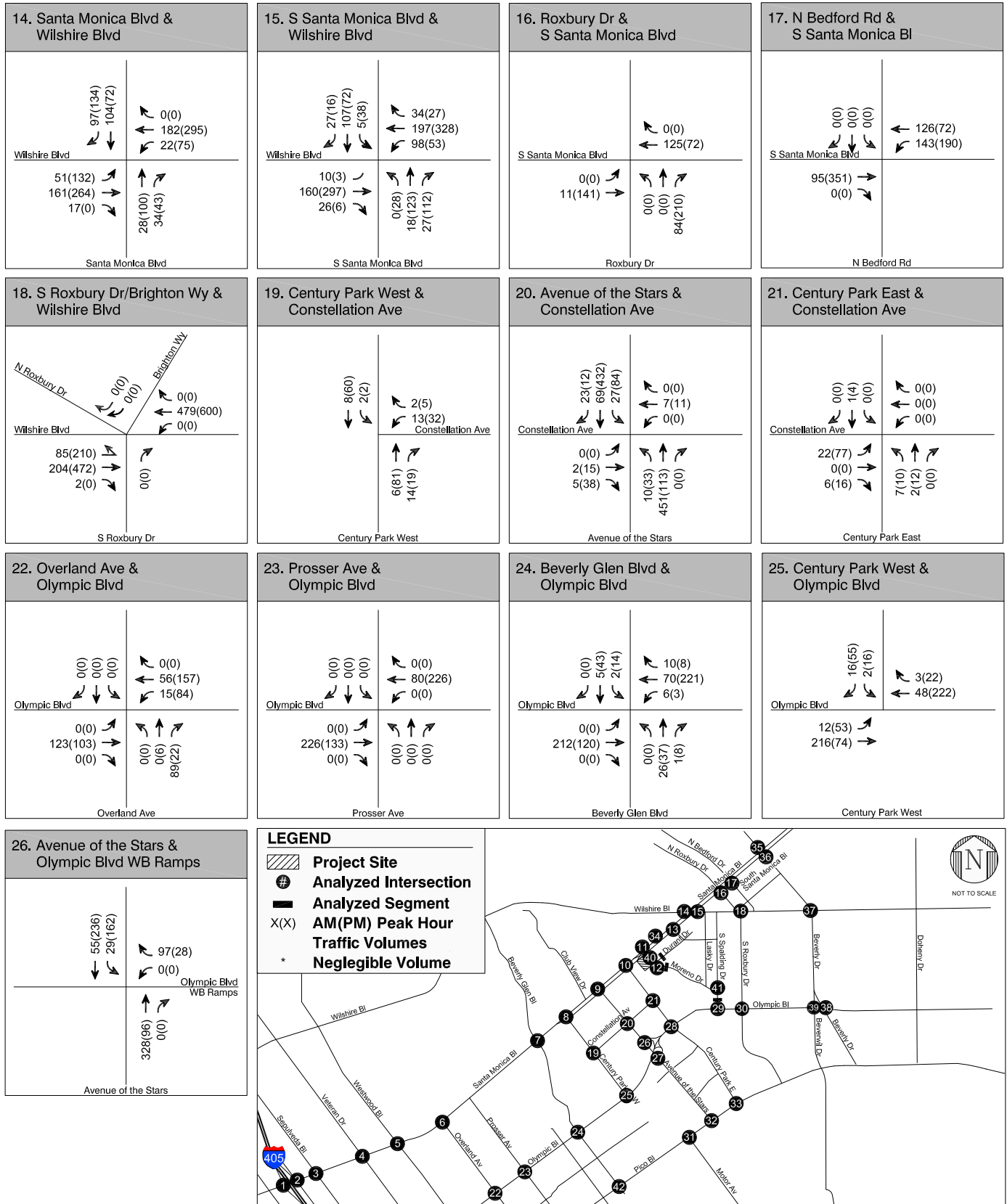


FIGURE (CONT.)  
RELATED PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

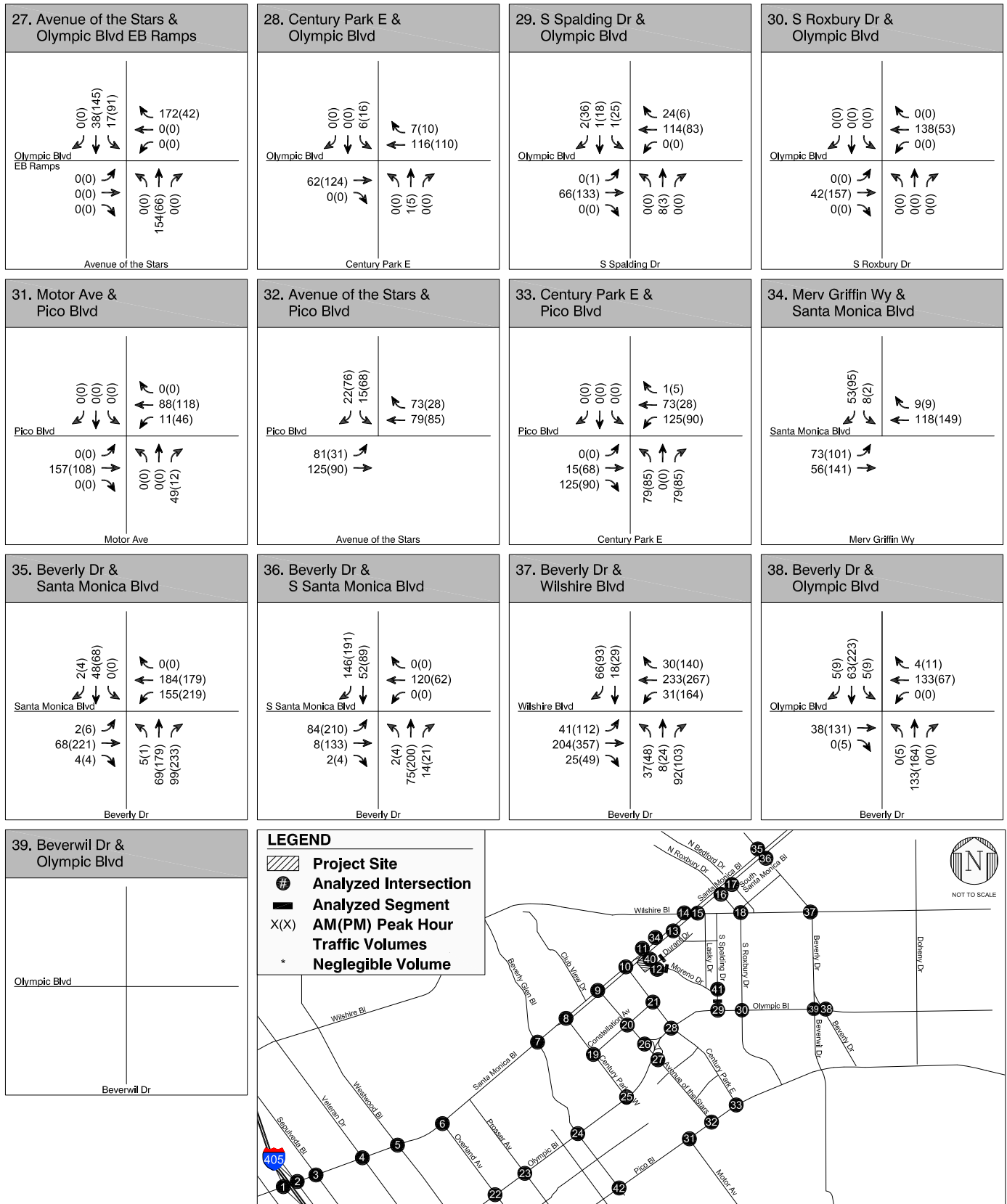
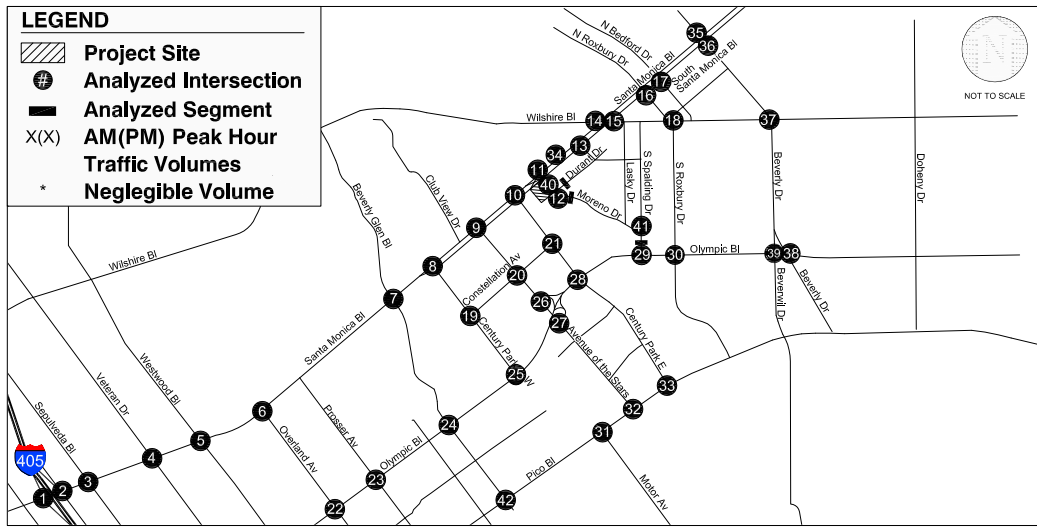
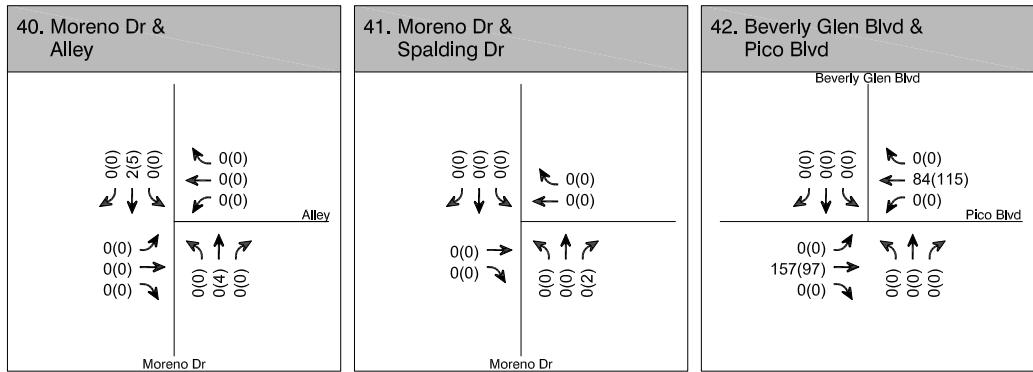


FIGURE (CONT.)  
RELATED PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



FEHR PEERS

FIGURE (CONT.)  
RELATED PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

APPENDIX H.2 – LADOT INITIAL TRAFFIC ASSESSMENT


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**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

10000 W Santa Monica Blvd  
DOT Case No. WLA 07-079

Date: August 17, 2011

To: Hadar Plafkin, City Planner  
Department of City Planning

From:   
Mohammad H. Blorfroshan, Transportation Engineer  
Department of Transportation

Subject: **INITIAL TRAFFIC ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT AT 10000 WEST SANTA MONICA BOULEVARD (CITY PLANNING CASE NO. ENV-2011-540-EIR)**

The Department of Transportation (DOT) has completed the traffic assessment of the proposed residential project located at 10000 West Santa Monica Boulevard. This traffic assessment is based on a traffic impact assessment prepared by Fehr & Peers, received by DOT on June 7, 2011 with subsequent revisions thru August 2011. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

#### **PROJECT DESCRIPTION**

The proposed project consists of constructing 283 condominium dwelling units. The project will be constructed on a vacant lot, and it is anticipated to be completed and occupied by the year 2016.

#### **DISCUSSION AND FINDINGS**

The project is expected to create a net increase of 1,189 daily trips, an increase of 96 net new a.m. peak hour trips and an increase of 108 net new p.m. peak hour trips. The trip generation estimates are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the proposed project will not have significant traffic impacts at any of the intersections studied. **Attachment B** summarizes the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections. DOT recommends that the following project requirements be adopted as conditions of project approval. These requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project.

#### **PROJECT REQUIREMENTS**

**A. Application Fee**

Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit \$500.00 for the application/traffic study review fee. This fee was paid in full on June 8, 2011.

**B. Covenant and Agreement**

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

**C. Site Access and Internal Circulation**

This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. The project proposes a right-turn only ingress driveway and a right-turn only egress driveway along Santa Monica Boulevard to serve the site during both the morning and evening peak hour periods (7-10AM, 3-6PM). A third, full-access driveway along Moreno Drive will be operational outside these peak hour periods in order to facilitate traffic access to/from Beverly Hills High School. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements. This would ensure that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

**D. Highway Dedication and Physical Street Improvements**

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering for any additional highway dedication or street widening requirements.

These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

**E. Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to



commuting off-peak hours, as well as school off-peak hours when school is in session.

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

MB:hmh

#### Attachments

c: Jay Greenstein, Fifth Council District  
Tom Gaul, Anjum Bawa, Fehr & Peers  
David Weintraub, DCP  
Michael Patonai, BOE  
Jay Kim, Sean Haeri, Michael May (Western District), DOT

**ATTACHMENT A**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

Trip Generation Estimates

ATTACHMENT A (continued)  
283-unit Condominium Project at 10000 West Santa Monica Boulevard

PROJECT TRIP GENERATION

Land Use	Size	Trip Generation Rates [a]								Estimated Trip Generation								
		ITE Code	Daily Rate	AM Peak Hour			PM Peak Hour			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips				
				Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total		
<b>Condominium</b>																		
High-Rise Residential Condominium/Townhouse	283 du	222/232	4.20	0.34	19%	81%	0.38	62%	38%	1,189	18	78	96	67	41	108		
Less: Transit Use credit	0%		[b]	[b]			[b,c]			0	0	0	0	0	0	0		
Less: Internal Trips credit	0%									0	0	0	0	0	0	0		
Net External Vehicle Trips										1,189	18	78	96	67	41	108		
<b>TOTAL NET EXTERNAL PROJECT TRIPS</b>										1,189	18	78	96	67	41	108		

Notes:

- a. Source for trip generation rates: *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008, unless otherwise noted.
- b. For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips.
- c. The West LA TIMP does not provide a PM peak hour trip generation rate for high-rise residential such as the proposed project, therefore the ITE trip generation rate was used for such purpose as permitted by the West LA TIMP.

**ATTACHMENT B**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

**ATTACHMENT B (continued)**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

**EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base		Existing plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**1. Beloit Avenue/US-405 SB Ramps Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.867 1.256	D F	0.870 1.262	D F	0.003 0.006	NO NO
**2. Cotner Avenue/US-405 NB Ramps Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.698 0.968	B E	0.701 0.972	C E	0.003 0.004	NO NO
**3. Sepulveda Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.858 0.900	D E	0.859 0.903	D E	0.001 0.003	NO NO
**4. Veteran Drive Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.647 0.873	B D	0.651 0.876	B D	0.004 0.003	NO NO
**5. Westwood Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.940 0.857	E D	0.941 0.860	E D	0.001 0.003	NO NO
**6. Overland Avenue Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.792 0.789	C C	0.794 0.795	C C	0.002 0.006	NO NO
**7. Beverly Glen Boulevard Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.845 0.809	D D	0.847 0.811	D D	0.002 0.002	NO NO
**8. Century Park West Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.573 0.547	A A	0.576 0.551	A A	0.003 0.004	NO NO
9. Avenue of the Stars Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.735 0.612	C B	0.738 0.615	C B	0.003 0.003	NO NO
*10. Century Park East Santa Monica Boulevard	Los Angeles	A.M. P.M.	0.599 0.618	A B	0.601 0.634	B B	0.002 0.016	NO NO
**11. Moreno Drive South Santa Monica Boulevard	Los Angeles & Beverly Hills	A.M. P.M.	0.801 0.749	D C	0.805 0.766	D C	0.004 0.017	NO NO
12. Moreno Drive Durant Drive	Los Angeles & Beverly Hills	A.M. P.M.	0.539 0.235	A A	0.553 0.243	A A	0.014 0.008	NO NO
13. Charleville Drive Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.548 0.547	A A	0.556 0.551	A A	0.008 0.004	NO NO
14. Wilshire Boulevard North Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	1.046 0.980	F E	1.047 0.981	F E	0.001 0.001	NO NO
15. Wilshire Boulevard South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.910 0.796	E C	0.915 0.801	E D	0.005 0.005	NO NO
16. Roxbury Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.646 0.601	B B	0.647 0.604	B B	0.001 0.003	NO NO
17. Bedford Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.618 0.609	B B	0.618 0.610	B B	0.000 0.001	NO NO
18. Roxbury Drive/Brighton Drive Wilshire Boulevard	Beverly Hills [b]	A.M. P.M.	0.632 0.572	B A	0.633 0.573	B A	0.001 0.001	NO NO
**19. Century Park West Constellation Avenue	Los Angeles	A.M. P.M.	0.341 0.224	A A	0.342 0.226	A A	0.001 0.002	NO NO
**20. Avenue of the Stars Constellation Avenue	Los Angeles	A.M. P.M.	0.552 0.492	A A	0.552 0.492	A A	0.000 0.000	NO NO

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

**ATTACHMENT B (continued)**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

**EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Existing Base		Existing plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**21. Century Park East Constellation Avenue	Los Angeles	A.M. P.M.	0.269 0.487	A A	0.271 0.488	A A	0.002 0.001	NO NO
**22. Overland Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.888 0.920	D E	0.889 0.922	D E	0.001 0.002	NO NO
**23. Prosser Avenue Olympic Boulevard	Los Angeles	A.M. P.M.	0.636 0.541	B A	0.638 0.542	B A	0.002 0.001	NO NO
**24. Beverly Glen Boulevard Olympic Boulevard	Los Angeles	A.M. P.M.	0.954 0.939	E E	0.956 0.939	E E	0.002 0.000	NO NO
**25. Century Park West Olympic Boulevard	Los Angeles	A.M. P.M.	0.558 0.754	A C	0.561 0.755	A C	0.003 0.001	NO NO
**26. Avenue of the Stars Olympic Boulevard WB Ramps	Los Angeles	A.M. P.M.	0.366 0.328	A A	0.368 0.329	A A	0.002 0.001	NO NO
**27. Avenue of the Stars Olympic Boulevard EB Ramps	Los Angeles	A.M. P.M.	0.408 0.286	A A	0.408 0.288	A A	0.000 0.002	NO NO
**28. Century Park East Olympic Boulevard	Los Angeles	A.M. P.M.	0.622 0.660	B B	0.624 0.660	B B	0.002 0.000	NO NO
*29. Spalding Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.924 0.737	E C	0.934 0.744	E C	0.010 0.007	NO NO
*30. South Roxbury Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.791 0.722	C C	0.791 0.723	C C	0.000 0.001	NO NO
**31. Motor Avenue Pico Boulevard	Los Angeles	A.M. P.M.	0.703 0.936	C E	0.704 0.938	C E	0.001 0.002	NO NO
**32. Avenue of the Stars Pico Boulevard	Los Angeles	A.M. P.M.	0.633 0.589	B A	0.634 0.590	B A	0.001 0.001	NO NO
**33. Century Park East Pico Boulevard	Los Angeles	A.M. P.M.	0.643 0.619	B B	0.644 0.619	B B	0.001 0.000	NO NO
34. Merv Griffin Way North Santa Monica Boulevard [a]	Beverly Hills [b]	A.M. P.M.	24.1 36.8	C E	24.1 37.2	C E	0 s .4 s	NO NO
35. Beverly Drive North Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.792 0.835	C D	0.792 0.836	C D	0.000 0.001	NO NO
36. Beverly Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M. P.M.	0.756 0.750	C C	0.757 0.751	C C	0.001 0.001	NO NO
37. Beverly Drive Wilshire Boulevard	Beverly Hills [b]	A.M. P.M.	0.727 0.795	C C	0.728 0.796	C C	0.001 0.001	NO NO
*38. Beverly Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.734 0.720	C C	0.735 0.721	C C	0.001 0.001	NO NO
*39. Beverwil Drive Olympic Boulevard	Beverly Hills [b]	A.M. P.M.	0.808 0.769	D C	0.808 0.771	D C	0.000 0.002	NO NO
40. Moreno Drive Alley [a]	Beverly Hills [b]	A.M. P.M.	12.9 9.4	B A	13.2 9.4	B A	.3 s 0 s	NO NO
41. Moreno Drive Spalding Drive [a]	Beverly Hills [b]	A.M. P.M.	17.3 13.9	C B	17.8 14.1	C B	.5 s .2 s	NO NO
**42. Beverly Glen Boulevard Pico Blvd	Los Angeles	A.M. P.M.	0.681 0.696	B B	0.682 0.697	B B	0.001 0.001	NO NO

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

\*\*\* Denotes stop-controlled intersection operating at overflow conditions; delay of controlled approach cannot be calculated.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

**ATTACHMENT B (continued)**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

**FUTURE (YEAR 2016) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Cumulative Base (Year 2016)		Cumulative plus Project		Project Increase in V/C	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS		
**1. Beloit Avenue/US-405 SB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.942	E	0.945	E	0.003	NO
		P.M.	1.446	F	1.451	F	0.005	NO
**2. Cotner Avenue/US-405 NB Ramps Santa Monica Boulevard	Los Angeles	A.M.	0.762	C	0.765	C	0.003	NO
		P.M.	1.090	F	1.094	F	0.004	NO
**3. Sepulveda Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.988	E	0.989	E	0.001	NO
		P.M.	1.200	F	1.203	F	0.003	NO
**4. Veteran Drive Santa Monica Boulevard	Los Angeles	A.M.	0.714	C	0.718	C	0.004	NO
		P.M.	1.061	F	1.065	F	0.004	NO
**5. Westwood Boulevard Santa Monica Boulevard	Los Angeles	A.M.	1.076	F	1.077	F	0.001	NO
		P.M.	0.991	E	0.994	E	0.003	NO
**6. Overland Avenue Santa Monica Boulevard	Los Angeles	A.M.	0.915	E	0.918	E	0.003	NO
		P.M.	0.899	D	0.904	E	0.005	NO
**7. Beverly Glen Boulevard Santa Monica Boulevard	Los Angeles	A.M.	0.989	E	0.991	E	0.002	NO
		P.M.	0.957	E	0.959	E	0.002	NO
**8. Century Park West Santa Monica Boulevard	Los Angeles	A.M.	0.703	C	0.705	C	0.002	NO
		P.M.	0.710	C	0.714	C	0.004	NO
9. Avenue of the Stars Santa Monica Boulevard	Los Angeles	A.M.	1.014	F	1.017	F	0.003	NO
		P.M.	0.690	B	0.693	B	0.003	NO
**10. Century Park East Santa Monica Boulevard	Los Angeles	A.M.	0.605	B	0.607	B	0.002	NO
		P.M.	0.721	C	0.737	C	0.016	NO
**11. Moreno Drive South Santa Monica Boulevard	Los Angeles & Beverly Hills	A.M.	0.926	E	0.930	E	0.004	NO
		P.M.	0.925	E	0.932	E	0.007	NO
12. Moreno Drive Durant Drive	Los Angeles & Beverly Hills	A.M.	0.571	A	0.586	A	0.015	NO
		P.M.	0.276	A	0.284	A	0.008	NO
13. Charleville Drive Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.639	B	0.647	B	0.008	NO
		P.M.	0.698	B	0.702	C	0.004	NO
14. Wilshire Boulevard North Santa Monica Boulevard	Beverly Hills [b]	A.M.	1.197	F	1.198	F	0.001	NO
		P.M.	1.195	F	1.195	F	0.000	NO
15. Wilshire Boulevard South Santa Monica Boulevard	Beverly Hills [b]	A.M.	1.094	F	1.099	F	0.005	NO
		P.M.	0.990	E	0.995	E	0.005	NO
16. Roxbury Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.764	C	0.765	C	0.001	NO
		P.M.	0.779	C	0.782	C	0.003	NO
17. Bedford Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.727	C	0.728	C	0.001	NO
		P.M.	0.862	D	0.863	D	0.001	NO
18. Roxbury Drive/Brighton Drive Wilshire Boulevard	Beverly Hills [b]	A.M.	0.812	D	0.812	D	0.000	NO
		P.M.	0.840	D	0.842	D	0.002	NO
**19. Century Park West Constellation Avenue	Los Angeles	A.M.	0.377	A	0.379	A	0.002	NO
		P.M.	0.283	A	0.285	A	0.002	NO
**20. Avenue of the Stars Constellation Avenue	Los Angeles	A.M.	0.597	A	0.597	A	0.000	NO
		P.M.	0.657	B	0.657	B	0.000	NO

Notes:

\* Intersection is currently operating under ATSC system.

\*\* Intersection is currently operating under ATSC and ATCS systems.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is a two-way or four-way stop-controlled intersection. Level of service assumes 1,200 vehicles per lane per hour instead of 1,500 vehicles per lane per hour for a signalized intersection.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.

**ATTACHMENT B (continued)**  
**283-unit Condominium Project at 10000 West Santa Monica Boulevard**

**FUTURE (YEAR 2016) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Jurisdiction	Peak Hour	Cumulative Base (Year 2016)		Cumulative plus Project		Project Increase	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
**21. Century Park East Constellation Avenue	Los Angeles	A.M.	0.302	A	0.304	A	0.002	NO
		P.M.	0.556	A	0.558	A	0.002	NO
**22. Overland Avenue Olympic Boulevard	Los Angeles	A.M.	1.040	F	1.041	F	0.001	NO
		P.M.	1.074	F	1.077	F	0.003	NO
**23. Prosser Avenue Olympic Boulevard	Los Angeles	A.M.	0.724	C	0.725	C	0.001	NO
		P.M.	0.611	B	0.612	B	0.001	NO
**24. Beverly Glen Boulevard Olympic Boulevard	Los Angeles	A.M.	1.075	F	1.077	F	0.002	NO
		P.M.	1.049	F	1.050	F	0.001	NO
**25. Century Park West Olympic Boulevard	Los Angeles	A.M.	0.609	B	0.611	B	0.002	NO
		P.M.	0.870	D	0.872	D	0.002	NO
**26. Avenue of the Stars Olympic Boulevard WB Ramps	Los Angeles	A.M.	0.511	A	0.513	A	0.002	NO
		P.M.	0.464	A	0.467	A	0.003	NO
**27. Avenue of the Stars Olympic Boulevard EB Ramps	Los Angeles	A.M.	0.534	A	0.534	A	0.000	NO
		P.M.	0.355	A	0.357	A	0.002	NO
**28. Century Park East Olympic Boulevard	Los Angeles	A.M.	0.683	B	0.685	B	0.002	NO
		P.M.	0.728	C	0.728	C	0.000	NO
*29. Spalding Drive Olympic Boulevard	Beverly Hills [b]	A.M.	1.001	F	1.011	F	0.010	NO
		P.M.	0.808	D	0.815	D	0.007	NO
*30. South Roxbury Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.856	D	0.857	D	0.001	NO
		P.M.	0.790	C	0.791	C	0.001	NO
**31. Motor Avenue Pico Boulevard	Los Angeles	A.M.	0.806	D	0.807	D	0.001	NO
		P.M.	1.049	F	1.050	F	0.001	NO
**32. Avenue of the Stars Pico Boulevard	Los Angeles	A.M.	0.733	C	0.733	C	0.000	NO
		P.M.	0.680	B	0.681	B	0.001	NO
**33. Century Park East Pico Boulevard	Los Angeles	A.M.	0.739	C	0.740	C	0.001	NO
		P.M.	0.821	D	0.821	D	0.000	NO
34. Merv Griffin Way North Santa Monica Boulevard [a]	Beverly Hills [b]	A.M.	***	F	***	F	**	NO
		P.M.	***	F	***	F	**	NO
35. Beverly Drive North Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.916	E	0.918	E	0.002	NO
		P.M.	1.207	F	1.208	F	0.001	NO
36. Beverly Drive South Santa Monica Boulevard	Beverly Hills [b]	A.M.	0.941	E	0.942	E	0.001	NO
		P.M.	0.888	D	0.889	D	0.001	NO
37. Beverly Drive Wilshire Boulevard	Beverly Hills [b]	A.M.	0.865	D	0.865	D	0.000	NO
		P.M.	1.055	F	1.056	F	0.001	NO
*38. Beverly Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.843	D	0.844	D	0.001	NO
		P.M.	0.854	D	0.859	D	0.005	NO
*39. Beverwil Drive Olympic Boulevard	Beverly Hills [b]	A.M.	0.875	D	0.876	D	0.001	NO
		P.M.	0.836	D	0.837	D	0.001	NO
40. Moreno Drive Alley [a]	Beverly Hills [b]	A.M.	13.3	B	13.7	B	.4 s	NO
		P.M.	9.5	A	9.5	A	0 s	NO
41. Moreno Drive Spalding Drive [a]	Beverly Hills [b]	A.M.	18.8	C	22.7	C	3.9 s	NO
		P.M.	14.5	B	14.8	B	.3 s	NO
**42. Beverly Glen Boulevard Pico Blvd	Los Angeles	A.M.	0.740	C	0.741	C	0.001	NO
		P.M.	0.775	C	0.775	C	0.000	NO

Notes:

\* Intersection is currently operating under ATSAC system.

\*\* Intersection is currently operating under ATSAC and ATCS systems.

\*\*\* Denotes stop-controlled intersection operating at overflow conditions; delay of controlled approach cannot be calculated.

Note: Intersections analyzed using City of Los Angeles (CMA) methodology unless otherwise noted.

[a] Intersection is two-way stop-controlled. Analysis conducted using *Highway Capacity Manual* stop-controlled methodology. Average vehicular delay in seconds is reported for the stop-controlled approach.

[b] Intersection located within the city limits of Beverly Hills and analyzed using City of Beverly Hills (ICU) methodology and significance criteria.



APPENDIX I – PUBLIC SERVICE CORRESPONDENCE

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## PHONE LOG – NOTE TO FILE

Phone Contact:       Officer Marco Jimenez  
                            Los Angeles Police Department  
                            Community Relations Division  
                            100 West First Street, Suite 250  
                            Los Angeles, CA 90012  
                            213 486-6000  
                            [24990@lapd.lacity.org](mailto:24990@lapd.lacity.org)

Call By:                Gary Schalman, Principal Planner  
Date:                    July 21, 2011

Officer Jimenez provided the following information:

- West Los Angeles Community Police Station has 214 sworn officers and 13 civilian personnel.
- Incident response times are 7.6 minutes for the West Los Angeles district and 5.8 minutes for the City as a whole.
- Officer Jimenez offered to send 2010 crime statistics for the West Los Angeles Community Police Station, for Reporting District (RD) 839 and for the City as a whole. Data sheet faxed separately and attached below.

ATTN GARY Fax

Tuesday July 26, 2011  
 Fax from Officer Timenez  
 Los Angeles Police Department

LOS ANGELES POLICE DEPARTMENT  
 CRIMES BY REPORTING DISTRICT OF OCCURRENCE

Community Relations Division  
Data for 2010

PROJECT NAME:

Types of Crime	839	WLA	CITYWIDE
Burglary	3	699	17347
Robbery	3	184	10904
Weapon	2	25	1247
Murder	<del>0</del>	2	299
Rape	<del>0</del>	19	809
Agg. Assault	1	81	9286
Other Asslt	22	869	32563
Agnst Fam Child	<del>0</del>	14	882
Disc Cond	3	20	417
VAG	2	29	1400
Other Sex Offense	2	89	3189
Pimp/Pan	<del>0</del>	5	55
Theft From Person	<del>0</del>	17	1268
Embezz	4	42	669
Burglary/Theft Veh.	51	1480	27541
Other Theft	123	1500	25744
Vehicle Theft	1	409	17510
Forg/Cntrft	20	160	2536
Fraud	<del>0</del>	9	299
Vand	13	776	19953
All other Viols	280	10506	271304
TOTAL	530	17025	445222

7/27/11

## I.2 Fire Services

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## Gary Schalman

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**From:** Ernest Bobadilla [ernest.bobadilla@lacity.org]  
**Sent:** Tuesday, May 24, 2011 5:31 PM  
**To:** Shawn Gaver  
**Cc:** Trevor Richmond; Mark Woolf; Robert holloway; Luke Milick  
**Subject:** Re: 10000 Santa Monica Boulevard Residential Project  
**Attachments:** 10,000 Santa Monica Blvd Project.doc

Shawn - I have completed your informational request except for question number 7; you will need to contact Captain Robert Holloway, Fire Prevention Bureau (New Construction Services Unit, 213-482-6909) for information regarding fire protection specifications.

Please contact me if you need additional information.

Thanks, Ernie

On Mon, May 23, 2011 at 1:02 PM, Ernest Bobadilla <[ernest.bobadilla@lacity.org](mailto:ernest.bobadilla@lacity.org)> wrote:  
Shawn. I will take a look at what Capt Milick did not complete and get that info to you as soon as possible.

Thanks, Ernie

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**From:** Shawn Gaver <[S.Gaver@pcrnet.com](mailto:S.Gaver@pcrnet.com)>  
**To:** Ernest Bobadilla <[ernest.bobadilla@lacity.org](mailto:ernest.bobadilla@lacity.org)>  
**Sent:** Mon May 23 12:39:36 2011  
**Subject:** RE: 10000 Santa Monica Boulevard Residential Project

Ernie,

Good afternoon. I hope you had a good weekend.

I just spoke with Captain Millick about the below-referenced information request. He explained that the LAFD Hydrant and Access Unit has provided all the information that it could, and that the responses to the questions in the attached letter would need to come from the LAFD Planning Section. He mentioned that you would be the correct person to head this response effort.

For your convenience, I have attached a copy of the information request letter. Please let me know if you are the correct person to handle this information request.

Thanks in advance,

Shawn

PCR Services Corporation  
Informational Request  
Project: 10000 Santa Monica Blvd.

May 24, 2011

1. Fire Station 92 (1.6 miles) has primary responsibility followed by Fire Station 37 (2.4 miles) and Fire Station 71 (2.4 miles). **\*\*(Fire Station 58 is 3.5 miles from project site)\*\***

- All firefighters are full-time employees
- Population Density for each Los Angeles Fire Station district is not captured in an LAFD database. However, the approximate total population relative to Council District 5 (in which FS 92 resides) is currently 271,450. There are approximately 5,729 people per square mile in this council district. Fire Station 92 covers approximately 3.1 sq. mi. which equates to approx. 17,190.

2. Fire Station 92 - 1 Light Force (ALS), 6 members  
1 Engine (BLS), 4 members  
1 Ambulance (ALS), 2 members

Fire Station 37 - 1 Light Force (BLS), 6 members  
1 Engine (BLS), 4 members  
1 Ambulance (ALS), 2 members

Fire Station 71 - 1 Engine (ALS), 4 members  
1 Ambulance (ALS), 2 members

3. 1st Alarm assignment to fire related incident: Light Force, Engine and Paramedic Ambulance 92, Battalion Command Team 9, Light Force and Engine 37, Engine and Paramedic Ambulance 71, Engine 59, Battalion Command Team 18 and Paramedic Captain 18.

Response to Medical Incident: Engine and Paramedic Ambulance 92

4. Fire Station 92  
14 Responses to Medical calls/day  
4.6 Responses to Fire related calls/day  
18.9 Total responses/day  
Response time for Structure Fire: 6.1 min.  
Response time for High Risk Medical Emergencies: 5.5 min.

Fire Station 37  
24.8 Responses to Medical calls/day  
8.4 Responses to Fire related calls/day  
33.2 Total responses/day  
Response time for Structure Fire: 5.7 min.  
Response time for High Risk Medical Emergencies: 5.2 min.

Fire Station 71

5.4 Responses to Medical calls/day

3.6 Responses to Fire related calls/day

9.0 Total responses/day

Response time for Structure Fire: 7.5 min.

Response time for High Risk Medical Emergencies: 6.8 min.

5. Fire Station 92 – Proposed removal of Engine 92 on 07/05/2011

Fire Station 37 - none

Fire Station 71 - none

6. Mutual Aid Assistance/Response from Beverly Hills Fire  
The LAFD "Mutual Aid" agreement with Beverly Hills Fire Department, does not include a Beverly Hills Fire resource into the area of 10000 Santa Monica Blvd.

7. Refer to Fire Prevention Bureau  
- New Construction Services Unit; Captain Holloway (213-482-6909)



## Gary Schalman

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**From:** Ernest Bobadilla [ernest.bobadilla@lacity.org]  
**Sent:** Wednesday, May 25, 2011 9:54 PM  
**To:** Shawn Gaver  
**Subject:** Re: 10000 Santa Monica Boulevard Residential Project

Hi Shawn - you are absolutely correct. Currently, under the proposed deployment model, staffing for Engine 92 will be eliminated after July 5th.

In which case Light Force 92 will respond to certain calls alone or with a company from another Fire Station.

Ernie.

---

**From:** Shawn Gaver <[S.Gaver@pcrnet.com](mailto:S.Gaver@pcrnet.com)>  
**To:** Ernest Bobadilla <[ernest.bobadilla@lacity.org](mailto:ernest.bobadilla@lacity.org)>  
**Sent:** Wed May 25 16:43:47 2011  
**Subject:** RE: 10000 Santa Monica Boulevard Residential Project

Ernie,

I am hoping you can help me with a quick follow-up question about Fire Station 92 under the FY2011-2012 Deployment Plan.

The way I understand it is that under normal circumstances, if an emergency event were to require the No. 92 Light Force Unit, both the Light Force Unit (apparatus and staff) and assisting Engine Unit (apparatus and staff) would respond to that event. However, under the FY2011-2012 Deployment Plan, only the Light Force Unit (apparatus and staff) would deploy out of Station 92. The assisting Engine Unit (apparatus and staff) would deploy from another nearby station.

Is my understanding correct?

Thanks,  
Shawn

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**From:** Ernest Bobadilla [mailto:[ernest.bobadilla@lacity.org](mailto:ernest.bobadilla@lacity.org)]  
**Sent:** Tuesday, May 24, 2011 5:31 PM  
**To:** Shawn Gaver  
**Cc:** Trevor Richmond; Mark Woolf; Robert holloway; Luke Milick  
**Subject:** Re: 10000 Santa Monica Boulevard Residential Project

Shawn - I have completed your informational request except for question number 7; you will need to contact Captain Robert Holloway, Fire Prevention Bureau (New Construction Services Unit, 213-482-6909) for information regarding fire protection specifications.

Please contact me if you need additional information.

Thanks, Ernie

On Mon, May 23, 2011 at 1:02 PM, Ernest Bobadilla <[ernest.bobadilla@lacity.org](mailto:ernest.bobadilla@lacity.org)> wrote:  
Shawn. I will take a look at what Capt Milick did not complete and get that info to you as soon as possible.

Thanks, Ernie

## Gary Schalman

---

**From:** James Patrick Hayden [james.hayden@lacity.org]  
**Sent:** Friday, June 10, 2011 1:24 PM  
**To:** Shawn Gaver  
**Subject:** Re: 10000 Santa Monica Boulevard REsidential Project

Mr. Gaver,

I spoke with Capt Bobadilla and have determined his answer is correct. I also called BHFD and asked that they weigh in. They have not responded back. I can only conclude that based on our written Mutual Aid Agreement, 10000 Santa Monica Blvd. would remain an LA City response. We also double checked our information with our dispatchers, and were advised that no additional mutual aid agreements reflected in their dispatch protocol. I hope this meets your needs.

Thank You

On Tue, May 31, 2011 at 4:14 PM, Shawn Gaver <[S.Gaver@pcrnet.com](mailto:S.Gaver@pcrnet.com)> wrote:

James,

Good afternoon. This e-mail is a follow up to our phone conversation a few moments ago. Please find attached two documents: (1) the information request letter I sent to Ernest Bobadilla, and (2) Mr. Bobadilla's response letter. Since our project is located on the city boundary of Los Angeles and Beverly Hills, I am hoping that you can expand on Response No. 6.

Let me know if you have any questions or if you have trouble opening the attached files.

Thank you in advance for your time in this matter,

Shawn

### **Shawn M Gaver**

*Senior Environmental Planner  
Environmental Planning & Documentation*



233 WILSHIRE BLVD, SUITE 130, SANTA MONICA, CA 90401  
T: 310.451.4488 x1109

F: 310.451.5279







# Los Angeles Unified School District

## Facilities Services Division



OFFICE OF THE SUPERINTENDENT

FACILITIES SERVICES DIVISION

Date: June 23, 2011

TO: PCR SERVICES  
233 Wilshire Boulevard, Suite 130  
Santa Monica, CA 90401  
Attn: Shawn M. Gaver

FROM: Rena Perez, Director  
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: **10000 SANTA MONICA BOULEVARD, 10000 Santa Monica Boulevard, Santa Monica, CA 90401**

Included please find a **LAUSD Schools Enrollments and Capacities Report** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after December 1 of each year.**

Additional information can be found in LAUSD's 2010 "Strategic Execution Plan" at [www.laschools.org/sep/](http://www.laschools.org/sep/), on LAUSD's Facilities main webpage at [www.laschools.org/](http://www.laschools.org/), or on LAUSD's general website, at [www.lausd.net](http://www.lausd.net).

### MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

- Questions: 1,2&4** Please see LAUSD Schools Enrollments and Capacities Report details;
- Question: 3** Please refer to the Enrollments and Capacities Report for identification of any new schools planned to relieve known overcrowding. LAUSD is currently using the 2010 Strategic Execution Plan (SEP) for long-range planning and implementation of the school construction program;

### ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT  
Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

**LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES**

**PROJECT SERVED: 10000 Santa Monica Boulevard Project, location of project; 10000 Santa Monica Boulevard, Santa Monica, CA 90067  
SCHOOL YEAR: 2010-2011**

**(Current and projected enrollments/capacities reflect data from School Year (SY) 2010-2011. SEE DISCLAIMER BELOW.)**

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future?
7740	WESTWOOD EL	1 TRK	830	761	778	69	No	812	781	31	No
8123	EMERSON MS	1 TRK	1016	604	868	412	No	900	629	271	No
8481	WEBSTER MS	1 TRK	870	857	704	13	Yes	1494	817	677	No
8886	UNIVERSITY SH	1 TRK	2214	853	2239	1361	No	2088	928	1160	No

**Schools Planned to Relieve Known Overcrowding**

NONE

**DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER DECEMBER 1ST OF EACH CALENDAR YEAR.**

NOTES:

- <sup>1</sup> School's ID code.
  - <sup>2</sup> School's name
  - <sup>3</sup> The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3-TRK or 4-TRK), because of overcrowded conditions.
  - <sup>4</sup> School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Includes magnet students.
  - <sup>5</sup> The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
    - Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
    - A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1-TRK).
  - <sup>6</sup> The number of students actually attending the school now, including magnet students.
  - <sup>7</sup> Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).
  - <sup>8</sup> Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
    - School is currently on a multi-track calendar.
    - There is currently a seating shortage.
    - There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.
  - <sup>9</sup> The capacity the school will have after shifting to a 2-semester (1 TRK) calendar and implementing LAUSD operational goals. Includes magnet students.
  - <sup>10</sup> Projected 3-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
  - <sup>11</sup> Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).
  - <sup>12</sup> Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
    - School remains on a multi-track calendar.
    - There is a seating shortage in the future.
    - There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.
- \* Independent Charter: Capacity and enrollment information is not reported.

## School Information Branch



Address : 10000 Santa Monica Bl  
Los Angeles, CA 90067

LOCN	SCHOOL NAME	GRADES	LOCAL DIST	BOARD DIST	ADDRESS	PHONE
7740	<a href="#">WESTWOOD EL</a>	K-5	3	4	2050 SELBY AVE LOS ANGELES 90025	(310)474-7788
8123	<a href="#">EMERSON MS</a>	6-8	3	4	1650 SELBY AVE LOS ANGELES 90024	(310)234-3100
8481	<a href="#">WEBSTER MS</a>	6-8	3	4	11330 W GRAHAM PL LOS ANGELES 90064	(310)235-4600
8886	<a href="#">UNIVERSITY SH</a>	9-12	3	4	11800 TEXAS AVE LOS ANGELES 90025	(310)914-3500

[Prepared by School Information Branch.](#)

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LOS ANGELES UNIFIED SCHOOL DISTRICT  
Facilities Services Division

LOC. CODE: 8123

**SUBJECT:** UPDATE BOUNDARY DESCRIPTION FOR RALPH WALDO EMERSON MIDDLE SCHOOL EFFECTIVE JULY 1, 1993 (CLARIFIED 10-7-1996) (UPDATED 7-1-1996; 7-1-2005).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1995 (clarified 10-7-1996; updated 7-1-1996). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

AREA I

(GRADE 6)

MULHOLLAND DRIVE TO AND INCLUDING 12500 MULHOLLAND DRIVE \* A LINE SOUTHERLY FROM AND INCLUDING 12500 MULHOLLAND DRIVE, EXCLUDING COLDWATER CANYON AND ITS TRIBUTARY STREETS, TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* SANTA MONICA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* WILSHIRE BOULEVARD \* SEPULVEDA BOULEVARD \* A LINE NORTHWESTERLY FROM THE INTERSECTION OF SKIRBALL CENTER DRIVE AND SEPULVEDA BOULEVARD TO EXTENSION OF CANYONBACK ROAD \* EXTENSION OF CANYONBACK ROAD TO 17000 MULHOLLAND DRIVE.

(GRADES 7 - 8)

MULHOLLAND DRIVE TO AND INCLUDING 8600 MULHOLLAND DRIVE \* A LINE SOUTHERLY AND EAST OF BRIARCREST LANE, BRIARCREST ROAD, ALTO CEDRO DRIVE, AND MEREDITH PLACE TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* SANTA MONICA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* WILSHIRE BOULEVARD \* SEPULVEDA BOULEVARD \* A LINE NORTHWESTERLY FROM THE INTERSECTION OF SKIRBALL CENTER DRIVE AND SEPULVEDA BOULEVARD TO EXTENSION OF CANYONBACK ROAD \* EXTENSION OF CANYONBACK ROAD TO 17000 MULHOLLAND DRIVE.

AREA II

(GRADES 6 - 8)

WILSHIRE BOULEVARD \* CURSON AVENUE \* SAN VICENTE BOULEVARD \* HIGHLAND AVENUE \* VENICE BOULEVARD \* LA BREA AVENUE \* WASHINGTON BOULEVARD \* REDONDO BOULEVARD \* 21<sup>ST</sup> STREET \* DUNSMUIR AVENUE \* WASHINGTON BOULEVARD \* CARMONA AVENUE (BOTH SIDES EXCLUDED) \* BALLONA CREEK \* THURMAN AVENUE AND EXTENSION (BOTH SIDES EXCLUDED) \* SPAULDING AVENUE (BOTH SIDES EXCLUDED) \* PICO BOULEVARD \* BEDFORD STREET \* WHITWORTH DRIVE \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

NOTE: TRANSPORTATION PROVIDED FOR STUDENTS IN AREA II ONLY.

(OVER)



OPTIONAL: EMERSON AND VAN NUYS MIDDLE SCHOOLS

SERVICE ROAD (BOTH SIDES) \* MULHOLLAND DRIVE.

OPTIONAL: EMERSON AND WEBSTER MIDDLE SCHOOLS

SANTA MONICA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* HEATH AVENUE AND EXTENSION EXCLUDING BOTH SIDES OF HILLGREEN DRIVE \* PICO BOULEVARD \* VETERAN AVENUE \* OLYMPIC BOULEVARD \* SEPULVEDA BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

**APPROVED:** JAMES A. McCONNELL, JR., Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:**

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

**LOS ANGELES UNIFIED SCHOOL DISTRICT**  
**Business Services Division**

**LOC. CODE: 7740**

**SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR WESTWOOD SCHOOL EFFECTIVE FEBRUARY 4, 1963 (CLARIFIED 9-7-67, 9-1-68, 7-1-93).**

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on February 4, 1963 (clarified 9-7-67, 9-1-68). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K-5)

SANTA MONICA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* HEATH AVENUE AND EXTENSION, EXCLUDING BOTH SIDES OF HILLGREEN DRIVE \* PICO BOULEVARD \* SEPULVEDA BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Business Services Division, at 742-7596.

**APPROVED:** DAVID W. KOCH, Business Manager, Business Services Division

**DISTRIBUTION:** School Demographic and Boundary Unit  
Heritage School School Traffic and Safety Education Section  
Pupil Statistics Department of Transportation, City of L. A.  
Transportation Branch

**LOS ANGELES UNIFIED SCHOOL DISTRICT**  
Facilities Services Division

**LOC. CODE: 8481**

**SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR DANIEL WEBSTER MIDDLE SCHOOL  
EFFECTIVE JUNE 12, 1989 (CLARIFIED 7-1-1993) (UPDATED 7-1-2006).**

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on June 12, 1989 (clarified 7-1-1993). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

AREA #1: SANTA MONICA BOULEVARD \* SEPULVEDA BOULEVARD \* OLYMPIC BOULEVARD \* VETERAN AVENUE \* PICO BOULEVARD \* WESTWOOD BOULEVARD \* NATIONAL BOULEVARD \* SEPULVEDA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* VENICE BOULEVARD \* CENTINELA AVENUE \* BUNDY DRIVE \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* NATIONAL BOULEVARD \* SAWTELLE BOULEVARD \* BROOKHAVEN AVENUE AND EXTENSION \* SAN DIEGO FREEWAY \* PICO BOULEVARD \* EXPOSITION BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

AREA #2: LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* WHITWORTH DRIVE \* BEDFORD STREET \* PICO BOULEVARD \* SPAULDING AVENUE (BOTH SIDES) \* THURMAN AVENUE (BOTH SIDES) \* BALLONA CREEK \* CARMONA AVENUE (BOTH SIDES) \* WASHINGTON BOULEVARD \* DUNSMUIR AVENUE AND EXTENSIONS \* CARLIN STREET \* DU RAY PLACE AND EXTENSION \* PACIFIC ELECTRIC RAILWAY \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* BALLONA CREEK \* FAIRFAX AVENUE \* VENICE BOULEVARD TO AND INCLUDING 5951 VENICE BOULEVARD \* A LINE WESTERLY, SOUTH OF GUTHRIE AVENUE INCLUDING 2010 AND 2011 POINT VIEW STREET, 2010 AND 2011 STEARNS DRIVE, 2010 AND 2011 CRESCENT HEIGHTS BOULEVARD, TO AND EXCLUDING 2020 LA CIENEGA BOULEVARD \* LA CIENEGA BOULEVARD \* SAWYER STREET \* HOLT AVENUE \* EIGHTEENTH STREET \* ROBERTSON BOULEVARD \* SAWYER STREET \* HILLSBORO AVENUE \* MONTE MAR DRIVE \* CANFIELD AVENUE \* PICO BOULEVARD \* WETHERLY DRIVE.

Note: Transportation provided only for students residing in Area #2.

(GRADES 7 - 8)

EXPOSITION BOULEVARD \* PICO BOULEVARD \* SAN DIEGO FREEWAY \* BROOKHAVEN AVENUE AND EXTENSION \* SAWTELLE BOULEVARD \* NATIONAL BOULEVARD AND EXTENSION \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

(OVER)

(GRADES 6 - 8)

OPTIONAL: WEBSTER AND AUDUBON MIDDLE SCHOOLS

ANGELES VISTA BOULEVARD \* DEANE AVENUE \* 52ND STREET \* ARLINGTON AVENUE AND EXTENSION \* 57TH STREET AND EXTENSION \* 8TH AVENUE \* SLAUSON AVENUE \* DEANE AVENUE \* 58TH PLACE \* RIMPAU BOULEVARD \* 59TH PLACE \* KENISTON AVENUE \* 60TH STREET \* ALVISO AVENUE \* 57TH STREET \* VALLEY RIDGE AVENUE.

OPTIONAL: WEBSTER AND EMERSON MIDDLE SCHOOLS

SANTA MONICA BOULEVARD \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* HEATH AVENUE AND EXTENSION EXCLUDING BOTH SIDES OF HILLGREEN DRIVE \* PICO BOULEVARD \* VETERAN AVENUE \* OLYMPIC BOULEVARD \* SEPULVEDA BOULEVARD.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

**APPROVED:** JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:**

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
Transportation Branch	Department of Transportation, City of L. A.

**LOS ANGELES UNIFIED SCHOOL DISTRICT**

Facilities Services Division

**LOC. CODE:** 8886

**SUBJECT:** UPDATE BOUNDARY DESCRIPTION FOR UNIVERSITY HIGH SCHOOL EFFECTIVE JULY 1, 2007 (UPDATED 7-1-2008).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2007. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

MULHOLLAND DRIVE TO AND INCLUDING 8600 MULHOLLAND DRIVE \* A LINE SOUTHERLY, EAST OF BRIARCREST LANE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND MEREDITH PLACE \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* PICO BOULEVARD \* WESTWOOD BOULEVARD \* BROOKHAVEN AVENUE \* MILITARY AVENUE \* NATIONAL BOULEVARD AND EXTENSION \* LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY \* MONTANA AVENUE \* GRETNA GREEN WAY \* SAN VICENTE BOULEVARD \* BUNDY DRIVE (BOTH SIDES AND ROSE MARIE LANE EXCLUDED) TO COYNE PLACE \* BUNDY DRIVE \* SUNSET BOULEVARD \* SEPULVEDA BOULEVARD \* A LINE NORTHWESTERLY FROM THE INTERSECTION OF SKIRBALL CENTER DRIVE AND SEPULVEDA BOULEVARD \* CANYONBACK ROAD.

OPTIONAL: UNIVERSITY AND VAN NUYS HIGH SCHOOLS

SERVICE ROAD (BOTH SIDES) \* MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

**APPROVED:** JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

**DISTRIBUTION:** School  
Transportation Branch  
Master Planning and Demographics

Office of Environmental Health and Safety  
Department of Transportation, City of L. A.

**C.1 Residential Student Generation Impacts**

In order to analyze the impact on the School District's student enrollment from future residential units, Dolinka Group calculated SGRs for SFD units and MFA units which include condominiums, townhomes, duplexes, triplexes, and apartments. The process of determining SGRs involved cross-referencing the School District's enrollment data against the County Assessor's residential data (see the Residential Study for more information). The resulting SGRs are shown in Table 8.

**Table 8  
Student Generation Rates**

School Level	Single Family Detached Units	Multi-family Attached Units
Elementary School	0.1705	0.1141
Middle School	0.0747	0.0571
High School	0.1021	0.0694
<b>Total</b>	<b>0.3473</b>	<b>0.2406</b>

To blend the SGRs of the two (2) land uses into a single SGR for each school level, the land uses were weighted in proportion to each type's percentage of the future residential units to be constructed within the School District. Applying these weighting factors yields the following blended SGRs.

**Table 9  
Blended Student Generation Rates**

School Level	Student Generation Rates
Elementary School	0.1225
Middle School	0.0597
High School	0.0743
<b>Total</b>	<b>0.2565</b>

**C.2 Total Student Generation Impacts**

Multiplying net school district household impacts shown in Table 7 by the blended SGRs shown in Table 9 results in the average student generation impacts per 1,000 square feet of CID. These average student generation impacts are shown by school level in Table 10.

**Table 10**  
**Average Student Generation Impacts per 1,000 Square Feet CID**

<b>CID Land Use Category</b>	<b>Elementary School Impacts</b>	<b>Middle School Impacts</b>	<b>High School Impacts</b>	<b>Total Student Generation Impacts <sup>[1]</sup></b>
Retail and Services	0.0165	0.0080	0.0100	0.0345
Office	0.0257	0.0125	0.0156	0.0538
Research and Development	0.0224	0.0109	0.0136	0.0469
Industrial/Warehouse/Manufacturing	0.0198	0.0097	0.0120	0.0415
Hospital	0.0204	0.0100	0.0124	0.0428
Hotel/Motel	0.0083	0.0041	0.0051	0.0175
Parking Structure	0.0006	0.0003	0.0004	0.0013

[1] Numbers may not sum due to rounding.

**C.3 Inter- District Transfer Impacts**

The inter-district transfer rate is determined by calculating the ratio of student transfers into the School District's schools by the number of persons employed within its boundaries. Based on information provided by the School District, total student transfers into the School District's schools for school year 2009/2010 total 1,336 at the elementary school level, 1,061 at the middle school level, and 1,093 at the high school level. Employment within the School District's area is estimated at 2,394,195 persons based on employment estimates provided by SCAG. Table 11 shows the inter-district transfer rate by school level.

**Table 11**  
**Inter- District Transfer Rates**

<b>School Level</b>	<b>Inter- District Transfer Rate</b>
Elementary School	0.0006
Middle School	0.0004
High School	0.0005
<b>Total</b>	<b>0.0015</b>

In order to calculate total inter-district transfer impacts per 1,000 square feet of CID space, the inter-district transfer rate by school level in Table 11 must first be multiplied by the employment impact factors by CID land use category in Table 4. The resulting inter-district transfer impacts are displayed in Table 12.

**Table 12  
Inter-District Transfer Impacts per 1,000 Square Feet CID**

CID Land Use Category	Elementary School Inter-District Impacts	Middle School Inter-District Impacts	High School Inter-District Impacts	Total Inter-District Impacts
Retail and Services	0.0013	0.0009	0.0011	0.0033
Office	0.0021	0.0014	0.0017	0.0052
Research and Development	0.0018	0.0012	0.0015	0.0045
Industrial/Warehouse/Manufacturing	0.0016	0.0011	0.0013	0.0040
Hospital	0.0017	0.0011	0.0014	0.0042
Hotel/Motel	0.0007	0.0005	0.0006	0.0018
Parking Structure	0.0000	0.0000	0.0000	0.0000

**C.4 Total Student Generation Impacts**

To determine the total student generation impacts of CID on the School District, the average student generation impacts from Table 10 are added to the inter-district transfer impacts from Table 12. The resulting total student generation impacts are displayed in Table 13.

**Table 13  
Total Student Generation Impacts per 1,000 Square Feet CID**

CID Land Use Category	Total Elementary School Impacts	Total Middle School Impacts	Total High School Impacts	Total Student Generation Impacts <sup>(1)</sup>
Retail and Services	0.0178	0.0089	0.0111	0.0378
Office	0.0278	0.0139	0.0173	0.0590
Research and Development	0.0242	0.0121	0.0151	0.0514
Industrial/Warehouse/Manufacturing	0.0214	0.0108	0.0133	0.0455
Hospital	0.0221	0.0111	0.0138	0.0470
Hotel/Motel	0.0090	0.0046	0.0057	0.0193
Parking Structure	0.0006	0.0003	0.0004	0.0013

(1) Numbers may not sum due to rounding.



**D. Gross School Facilities Cost Impacts**

As noted in Section III, school facilities cost impacts equal the gross school facilities cost impacts (exclusive of residential revenues) associated with the total student generation impact of each CID category. These impact estimates are derived from the school facilities costs per student shown in Table 2 and the total student generation impacts shown in Table 13. Multiplying the total student generation impacts by the costs per student results in the gross school facilities cost impacts per 1,000 square feet shown in Table 14.

**Table 14  
Gross School Facilities Cost Impacts per 1,000 Square Feet CID (2010\$)**

<b>CID Land Use Category</b>	<b>Elementary School Impacts</b>	<b>Middle School Impacts</b>	<b>High School Impacts</b>	<b>Gross School Facilities Cost Impacts<sup>(1)</sup></b>
Retail and Services	\$1,215	\$851	\$991	\$3,057
Office	\$1,897	\$1,329	\$1,544	\$4,770
Research and Development	\$1,651	\$1,157	\$1,348	\$4,156
Industrial/Warehouse/Manufacturing	\$1,460	\$1,033	\$1,187	\$3,680
Hospital	\$1,508	\$1,061	\$1,232	\$3,801
Hotel/Motel	\$614	\$440	\$509	\$1,563
Parking Structure	\$41	\$29	\$36	\$106

[1] Numbers may not sum due to rounding.

**E. Fee Revenues**

As noted in Section III, fee revenues include two (2) components: residential revenues and potential CID School Fee revenues.

**E.1 Residential Revenues and Net School Facility Costs**

Residential revenues equal the maximum revenues from residential development associated with each category of net school district households per 1,000 square feet of CID floor space. These revenues are derived from a weighted average of (i) the School District's proposed Alternative No. 2 Fee of \$3.87 per square foot multiplied by (ii) the School District's weighted average square footage for residential units of 1,544 square feet per Future Unit. Based on this calculation, the residential revenues per unit in the School District are estimated to be \$5,975.

Multiplying net school district household impacts shown in Table 7 by residential revenues results in the residential revenues per 1,000 square feet of CID floor space shown in Table 15.

**Table 15  
Residential Revenues per 1,000 Square Feet CID (2010\$)**

<b>CID Land Use Category</b>	<b>Net School District Household Impacts</b>	<b>Average Residential Revenues</b>	<b>Residential Revenues</b>
Retail and Services	0.1344	\$5,975	\$803
Office	0.2101	\$5,975	\$1,255
Research and Development	0.1826	\$5,975	\$1,091
Industrial/Warehouse/Manufacturing	0.1620	\$5,975	\$968
Hospital	0.1669	\$5,975	\$997
Hotel/Motel	0.0681	\$5,975	\$407
Parking Structure	0.0050	\$5,975	\$30

**E.2 Net School Facilities Cost Impacts**

In order to calculate the net school facilities cost impacts per 1,000 square feet of CID, the residential revenues shown in Table 15 were subtracted from the gross school facilities cost impacts shown in Table 14. The results are the net school facilities cost impacts that must be funded by CID School Fees. The net school facilities cost impacts are shown in Table 16.

**Table 16  
Net School Facilities Cost Impacts per 1,000 Square Feet of CID (2010\$)**

<b>CID Land Use Category</b>	<b>Gross School Facilities Cost Impacts</b>	<b>Residential Revenues</b>	<b>Net School Facilities Cost Impacts <sup>[1]</sup></b>
Retail and Services	\$3,057	\$803	\$2,254
Office	\$4,770	\$1,255	\$3,515
Research and Development	\$4,156	\$1,091	\$3,065
Industrial/Warehouse/Manufacturing	\$3,680	\$968	\$2,712
Hospital	\$3,801	\$997	\$2,804
Hotel/Motel	\$1,563	\$407	\$1,156
Parking Structure	\$106	\$30	\$76

[1] Numbers may not sum due to rounding.

**E.3 Potential Commercial/Industrial School Fee Revenues**

Potential commercial/industrial School Fee revenues equal \$470 per 1,000 square feet of commercial/industrial development. This School Fee is based on the current maximum commercial/industrial School Fee of \$0.47 per square foot.

**F. Justification of Commercial/Industrial School Fees**

Dividing net school facilities cost impacts shown in Table 16 by \$470 for each land use category results in the cost-revenue ratios shown in Table 17. The cost-revenue ratios determine whether the maximum CID School Fee can be justified. In calculating the ratios, only net school facilities cost impacts are considered in comparison to the CID School Fee revenues.

**Table 17  
Cost Revenue Ratios**

<b>CID Land Use Category</b>	<b>Cost-Revenue Ratio</b>
Retail and Services	4.7957
Office	7.4787
Research and Development	6.5213
Industrial/Warehouse/Manufacturing	5.7702
Hospital	5.9660
Hotel/Motel	2.4596
Parking Structure	0.1617

On January 27, 2010, the SAB maintained the maximum CID School Fee authorized by Section 17620 of the Education Code at \$0.47 per square foot. Justification of the CID School Fee is based on a comparison of net school facilities cost impacts with the maximum CID School Fee revenues of \$470 per 1,000 square feet. As shown in Table 17, the School District is justified in levying the maximum School Fee on future CID of \$0.47 per square foot, or \$470 per 1,000 square feet of CID, for all land use categories except parking structures. For the parking structure category, the School District is justified in levying \$0.076 per square foot, or \$76 per 1,000 square feet of CID.

S:\Clients\Los Angeles Unified SD\Demographics\Fee Studies\SY09-10\Reports\Working\FSCID\_10420-3601\_D4.doc





**BOARD OF RECREATION AND  
PARK COMMISSIONERS**

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**CITY OF LOS ANGELES**



CALIFORNIA  
ANTONIO R. VILLARAIGOSA  
MAYOR

DEPARTMENT OF  
**RECREATION AND PARKS**  
221 N. Figueroa Street, Suite 100  
LOS ANGELES, CA 90012

(213) 202-2681  
FAX (213) 202-2612

**MICHAEL A. SHULL**  
Superintendent  
Planning, Construction  
and Maintenance

April 15, 2011

PCR Services Corporation  
233 Wilshire Boulevard, Suite 130  
Santa Monica, CA 90401  
Attention: Shawn M. Gaver, Senior Environmental Planner

Dear Mr. Gaver:

**REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES  
FOR THE 10000 SANTA MONICA RESIDENTIAL PROJECT IN THE CITY OF LOS  
ANGELES**

---

The following information has been prepared in response to your request for Recreation and Parks information relative to the proposed 10000 Santa Monica Residential Project Environmental Impact Report. This proposed project includes the development of 283 residential units on an approximately 2.12 acre site located at 10000 Santa Monica Boulevard, in the Century City area of the City of Los Angeles.

*1. The name, location, size, park classification (regional, community, neighborhood, or special use), and available facilities within the parks that would serve the project site;*

The following Department of Recreation and Parks facilities are less than 10 acres and so are classified as neighborhood parks and are located within a one mile radius of the project site:

- Holmby Park, an 8.52 acre neighborhood park located at 601 Club View Drive. Holmby Park includes the Armand Hammer Golf Course.

The following Department of Recreation and Parks facilities are between 10 and 50 acres and so are classified as community parks and located within a two mile radius of the project site:

- Cheviot Hills Park, a 40 acre community park located at 2551 Motor Avenue. Cheviot Hills Park includes the Rancho Park Golf Course.
- Westwood Park, a 26.70 acre community park located at 1350 Sepulveda Avenue.

For additional information regarding facilities and features available in these parks visit our website: [www.laparks.org](http://www.laparks.org)

*2. Existing Ratios of parkland per resident on a citywide basis, within the West Los Angeles Community Plan area, within Century City, and for the area serving the project site;*



- The City of Los Angeles has 0.70 acres of neighborhood and community parkland per 1,000 residents.
- The West Los Angeles Community Plan Area, which includes the Century City and the area serving the project site, has a ratio of 0.77 acres of neighborhood and community parkland per 1,000 residents.

*3. Current capacity and level of use of parks and recreational facilities near the Project site;*

The Department of Recreation and Parks does not have readily available statistics regarding the service demand of parks and recreational facilities. However, this project is located in a heavily populated area, with high numbers of youth, families, and seniors who extensively utilize local parks and recreational facilities, especially active recreation features.

*4. Future plans for the construction or expansion of parks and recreational facilities;*

The Department does not have current plans for construction or expansion of parks and recreational facilities within a two mile radius of the project site.

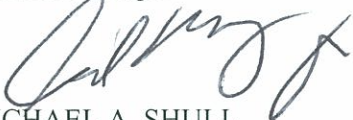
*5. Any City-adopted park and recreation standards and acreage goals to be used in analyzing the proposed Project;*

The City's standard ratio of neighborhood and community parks to population is four (4) acres per 1,000 people, per the Public Recreation Plan, a section of the Service Element of the City's General Plan. The project proposes the development of 283 new residential units which would add an estimated 549 new residents to this area and, in order to meet the City's standards for park acreage, would require the development of an additional 2.196 acres of neighborhood and community park acreage. The population increase associated with the proposed development would generate additional demand for added parks, improved sites, and recreation facilities and programs in an area where the existing supply of such facilities is already inadequate.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Melinda Gejer, at (213) 928-9136 to arrange a meeting to discuss this project.

Sincerely,

JON KIRK MUKRI  
General Manager



MICHAEL A. SHULL  
Superintendent

JKM/MAS/MG:ar

cc: Jimmy Liao, Dept of City Planning (MS 395)  
Melinda Gejer, City Planning Associate  
Reading File





## Gary Schalman

---

**From:** Molles, Joseph [jmolles@lapl.org]  
**Sent:** Tuesday, April 26, 2011 7:46 AM  
**To:** Shawn Gaver  
**Subject:** Re: Request for Information Re: Library Services - 10000 Santa Monica Blvd. Res. Project

The following is our response to your questions:

1. Libraries that would serve the proposed project:

West Los Angeles Regional Branch Library - 2.5 miles from project 11360 Santa Monica Blvd.  
Los Angeles, CA 90025

Westwood Branch Library - 2.8 miles from project  
1246 Glendon Ave.  
Westwood, CA 90024

Robertson Branch Library - 2.9 miles from project  
1719 S. Robertson Blvd.  
Los Angeles, CA 90035

Palms-Rancho Park Branch Library - 3.0 miles from project 2920 Overland Ave.  
Los Angeles, CA 90064

2. Size (Square Feet):

The West Los Angeles Regional Branch Library is a 13,740 sq. ft. facility.

The Westwood Branch Library is a 12,500 sq. ft. facility.

The Robertson Branch Library is a 9,035 sq. ft. facility.

The Palms-Rancho Park Branch Library is a 10,500 sq. ft. facility.

3. Collection size/Circulation:

West Los Angeles Branch Library - 47,123 Volumes/Circulation - 123,274 Westwood Branch

Library - 62,779 Volumes/Circulation - 249,767 Robertson Branch Library - 40,324

Volumes/Circulation - 204,040 Palms-Rancho Park Branch Library - 53,387 Volumes/Circulation -  
252,557

4. Staffing Levels:

West Los Angeles - 8.5 Full-time Employees Westwood - 7.5 Full-time Employees Robertson - 7.5  
Full-time Employees Palms-Rancho Park - 10 Full-time Employees

5. Current/Future Service Population:

West Los Angeles - 35,403 (2000 census)/Per Planning Department's estimation, the population  
will reach 39,147 by 2010 and 40,200 by 2020.

Westwood - 69,154 (2000 census)/Per Planning Department's estimation, the population will  
reach 76,725 by 2010 and 78,800 by 2020.

Robertson - 46,756 (2000 census)/Per Planning Department's estimation, the population will  
reach 51,559 by 2010 and 52,974 by 2020.

Palms-Rancho Park - 68,167 (2000 census)/Per Planning Department's estimation, the  
population will reach 75,149 by 2010 and 77,190 by 2020.

6. There are no planned improvements to add capacity through expansion.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities - 12,500 s.f. for community with less than 45,000 population and 14,500 s.f. for community with more than 45,000 population and up to 20,000 s.f. for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. There are no plans for the development of any other new libraries to serve this community.

--

Joseph Molles

APPENDIX J – WATER AND SEWER UTILITIES

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## J.1 Water Study – Domestic and Emergency Fire

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**PROJECT SITE:**

10000 W. Santa Monica Blvd  
Los Angeles, California 90067  
APN: 4319-001-(001-002)

Vesting Tentative Tract Map No. 71555  
Environmental Impact Report No. ENV 2011-0540 EIR

**PREPARED FOR:**

SM 10000 Properties, LLC  
2200 Biscayne Boulevard  
Miami, Florida 33137  
Tel: (305) 372-1155

**PREPARED BY:**

S.E.C. Civil Engineers, Inc  
16823 Saticoy Street  
Van Nuys, California 91406  
Tel: 818.782.2788  
JN: 7512.01

**APRIL 13, 2011**

**REVISION 1, JUNE 3, 2011**



**Water Study / Domestic and Emergency Fire**



## WATER SUPPLY STUDY (DOMESTIC)

### Introduction

The following section addresses the potential impacts of the proposed 10000 Santa Monica Blvd project or project site on water supply and service relating to domestic use. The city of Los Angeles Department of Water and Power provided information included in this section.

### Existing Conditions

Currently, the project site has (2)-two twelve inch water lines that join approximately 25-feet north of the property line on Santa Monica Blvd with a water capacity at least 6,000 gallons per minute with 30 psi residual flowing 4 nearby hydrants simultaneously. The city of Los Angeles, Department of Water and Power has indicated it 'will serve' the proposed project domestic and emergency fire water needs.

Based on contacts with the Department of Water & Power, a 60-inch water main exists on Century Park East, which will connect to the Century City water system via a regulation station in the vicinity of Century Park East and Galaxy Way (see page 10). Once the regulation system is operational it is estimated that amount of water available will be approximately double what it is today. This connection is in the Department's budget and funded for construction to start around early 2012 and is scheduled to be completed around June 2012 (see page 11).

### Project Impacts

Based on current, and future conditions, the proposed project will have enough water capacity to serve domestic water needs (See table 1 and 2 below). Even without the proposed regulation station. The proposed project may have conventional parking or automated parking. Table 1 and 2 below depicts both options.

Table 1

**Estimated Water Use for the Proposed Project with Conventional Parking**

Land Use	Amount of Development		Water use Factor (gpd/Unit)	Water Use (gpd)	Water Use (AF per Year)
1 bedroom Condo's	42	Units	120	5,040	5.6
2 bedroom Condo's	170	Units	160	27,200	30.5
3 bedroom Condo's	71	Units	200	14,200	15.9
Landscaping	33,388	Sq. Ft.	0.071	2,371	2.7
Landscape Biofilter	5,858	Sq. Ft.	0.071	416	0.5
Lounge	5,881	Sq. Ft.	0.08	470	0.5
Parking	280,844	Sq. Ft.	0.02	5,609	6.3
Gym	11,332	Sq. Ft.	0.25	2,833	3.2
			<b>Total</b>	<b>58,139</b>	<b>65.1</b>

*Assumptions:*

*The Water Use Factors are from Sewer Generation Factors for Residential and Commercial Categories chart from the City of Los Angeles Bureau of Sanitation, dated Effective June 5, 1996.*

**Table 2**

**Estimated Water Use for the Proposed Project with Automated Parking**

<b>Land Use</b>	<b>Amount of Development</b>		<b>Water use Factor (gpd/Unit)</b>	<b>Water Use (gpd)</b>	<b>Water (AF per Year)</b>
1 bedroom Condo's	42	Units	120	5,040	5. Use 6
2 bedroom Condo's	170	Units	160	27,200	30.5
3 bedroom Condo's	71	Units	200	14,200	15.9
Landscaping	33,388	Sq. Ft.	0.071	2,371	2.7
Landscape Biofilter	5,858	Sq. Ft.	0.071	416	0.5
Lounge	5,881	Sq. Ft.	0.08	470	0.5
Parking	166,128	Sq. Ft.	0.02	3,323	3.7
Gym	11,332	Sq. Ft.	0.25	2,833	3.2
<b>Total</b>				<b>55,853</b>	<b>62.6</b>

*Assumptions:*

*The Water Use Factors are from Sewer Generation Factors for Residential and Commercial Categories chart from the City of Los Angeles Bureau of Sanitation, dated Effective June 5, 1996.*

**Mitigation Measures**

Based on our research and a "Fire Service Pressure Flow Report" from the City of Los Angeles Department of Water and Power, no further upgrades to the existing water line system will be required by the developer.

The proposed project will mitigate any potential water increase by implementing the city of Los Angeles Department of Water and Power, "Urban Water Mitigation Plan" (UWMP) of 2005 water conservation measures.

**Cumulative Impacts**

Based on available information, the proposed project will have no significant cumulative impact on the surrounding area.



## **WATER SUPPLY STUDY (FIRE)**

### **Introduction**

The following section addresses the potential impacts of the proposed 10000 Santa Monica Blvd project or project site on water supply and service relating to emergency fire use. Information included in this section was provided by the Department of Water and Power and the Fire Department of the city of Los Angeles.

### **Existing Conditions**

Currently, the project site has (2)-two twelve inch lines approximately 25-feet north of the property line on Santa Monica Blvd with a water capacity of at least 6,000 gallons per minute with 30 psi residual flowing 4 nearby hydrants simultaneously.. There is one existing fire hydrant on Santa Monica Blvd fronting the project site, which is approximately 100 feet East of the West property line of the project. The City of Los Angeles Fire Department has requested one additional Fire Hydrant at the intersection of Santa Monica Blvd. and Moreno Drive.

### **Project Impacts**

Based on current conditions, the proposed project will have enough water capacity to serve emergency fire needs with no additional upgrades, except for the addition of one .Fire Hydrant at the intersection of Santa Monica Blvd. and Moreno Drive.

Furthermore, Based on contacts with the Department of Water & Power, a 60-inch water main exist on Century Park East, which is planned be connected to the Century City water system by the Department of Water and Power, within the near future, via a regulation station in the vicinity of Century Park East and Galaxy Way (see page 10). Once the regulation system is operational it is estimated that amount of water available will be approximately double what it is today. This connection is in the Department's budget and funded for construction to start around February 2012 and is scheduled to be completed around June 2012.

### **Mitigation Measures**

The Los Angeles Fire department will require (1)-one new fire hydrant at the intersection of Santa Monica Blvd and Moreno Drive to increase emergency fire flow. They will also require 4 nearby hydrants to be capable of producing 1500 gpm all flowing at the same time to produce a total of 6,000 gpm with at least 20 psi residual pressure. Under current conditions, but with the addition of the new hydrant at the corner of Santa Monica Boulevard and Moreno Drive, and without the proposed regulation station, this flow can be achieved (see DWP email page 8).

In addition, once operational, the regulation station will increase the flow to each of the fire hydrants serving the proposed project to an emergency flow in excess of the required which will be more than adequate for the proposed project.

Based on our research, no further upgrades to the existing water line system will be required by the developer.

### **Cumulative Impacts**

Based on available information, the proposed project will have no significant cumulative impact on the surrounding area.

## **APPENDICES**

1. City of Los Angeles, Department of Water and Power, Will Serve Letter – Water Availability dated: April 11, 2011
2. City of Los Angeles, Department of Water and Power, Service (SAR)
3. City of Los Angeles, Department of Water and Power, Email verifying the 6,000 gpm fire flow.
4. City of Los Angeles, Department of Water and Power, 8 ½ x 11 Water Plan
5. City of Los Angeles, Department of Water and Power, 8 ½ x 11 Sheet 1 of 2 sheets showing the proposed Century City Regulation Station
6. City of Los Angeles, Department of Water and Power Letter regarding the Pressure Regulator Station

Department of Water and Power



the City of Los Angeles

ANTONIO R. VILLARAIGOSA  
*Mayor*

Commission  
THOMAS S. SAYLES, *President*  
ERIC HOLOMAN, *Vice-President*  
CHRISTINA E. NOONAN  
JONATHAN PARFREY  
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS  
*General Manager*  
RAMAN RAJ  
*Chief Operating Officer*

April 11, 2011

Map No. 134-162

Larry Gray  
S.E.C. Civil Engineers, Inc.  
16823 Saticoy Street  
Van Nuys, California 91406

Dear Mr. Gray:

Subject: Water Availability  
10000 Santa Monica Boulevard

This is in reply to your request regarding water availability for the above-mentioned property. This property can be supplied with water from the municipal system subject to the Water System rules of the Los Angeles Department of Water and Power (LADWP). It is also subject to all conditions set by LADWP.

Should you require additional information, please contact Ms. Flordeliza (Liz) Gonzalez at (213) 367-1312. Correspondence may be addressed to:

Los Angeles Department of Water and Power  
P.O. Box 51111, Room 1425  
Los Angeles, California 90051-5700

Sincerely,

Hugo A. Torres  
Manager-Business Arrangements  
Water Distribution Engineering

FG:ct

c: Ms. Flordeliza (Liz) Gonzalez

**Water and Power Conservation . . . a way of life**

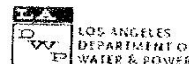
111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700  
Telephone: (213) 367-4211 Cable address: DEWAPOLA

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# City of Los Angeles

## Los Angeles Department of Water and Power - Water System



SAR NUMBER 19215

**Fire Service Pressure Flow Report**SERVICE NUMBER **593484**

For: 10000 SANTA MONICA BLVD Approved Date: 1-11-2011

Proposed Service 8 INCH off of the

12 inch main in SANTA MONICA BL on the SOUTH side approximately

350 feet WEST of WEST of MORENO DR The System maximum pressure is

66 psi based on street curb elevation of 275 feet above sea level at this location.

The distance from the DWP street main to the property line is 25 feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location					
Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	55	3795	37		
795	54	3905	36		
1160	53	4015	35		
1440	52	4125	34		
1685	51	4230	33		
1900	50	4330	32		
2095	49	4430	31		
2280	48	4530	30		
2450	47	4630	29		
2610	46	4725	28		
2765	45	4815	27		
2910	44	4910	26		
3050	43	5000	25		
3185	42				
3315	41				
3440	40				
3560	39				
3680	38				

**Meter Assembly Capacities**

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

These values are subject to change due to changes in system facilities or demands.

Notes: This SAR is for 10" FS. Do not sell combo.

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 01-11-11. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section WESTERN (213) 367-1225

NEDA DANESHMAND

Prepared by

NEDA DANESHMAND

Approved by

134-162

Water Service Map

**Larry Gray**

---

**From:** Downs, Michael [Michael.Downs@WATER.LADWP.com]  
**Sent:** Wednesday, June 01, 2011 2:17 PM  
**To:** Larry Gray  
**Cc:** Gary Schalman; Terrance O'Connell  
**Subject:** RE: 10000 Santa Monica  
**Follow Up Flag:** Follow up  
**Flag Status:** Yellow

Hi Larry,

We did run the model for the fire hydrants in the area. We ran it for four hydrants running simultaneously. We also ran several different combinations. We can get four hydrants running at 1500 gpm (6000 gpm total) and have a minimum pressure of 30 psi at any one hydrant.

If you have any questions give me a call.

**Mike Downs**  
**LADWP - Western District Engineer**  
**(213) 367-1218**

---

**From:** Larry Gray [mailto:lgray@spindlereng.com]  
**Sent:** Friday, May 13, 2011 9:26 AM  
**To:** Downs, Michael  
**Cc:** Gary Schalman  
**Subject:** 10000 Santa Monica

Mike

Attached is a PDF of the FH's in the area around and near the 10000 parcel at the corner of Santa Monica & Moreno. Terry O'Connell would like to know if we can get 6,000 gpm out of 4 of these FH's flowing at the same time, without the new regulation station.

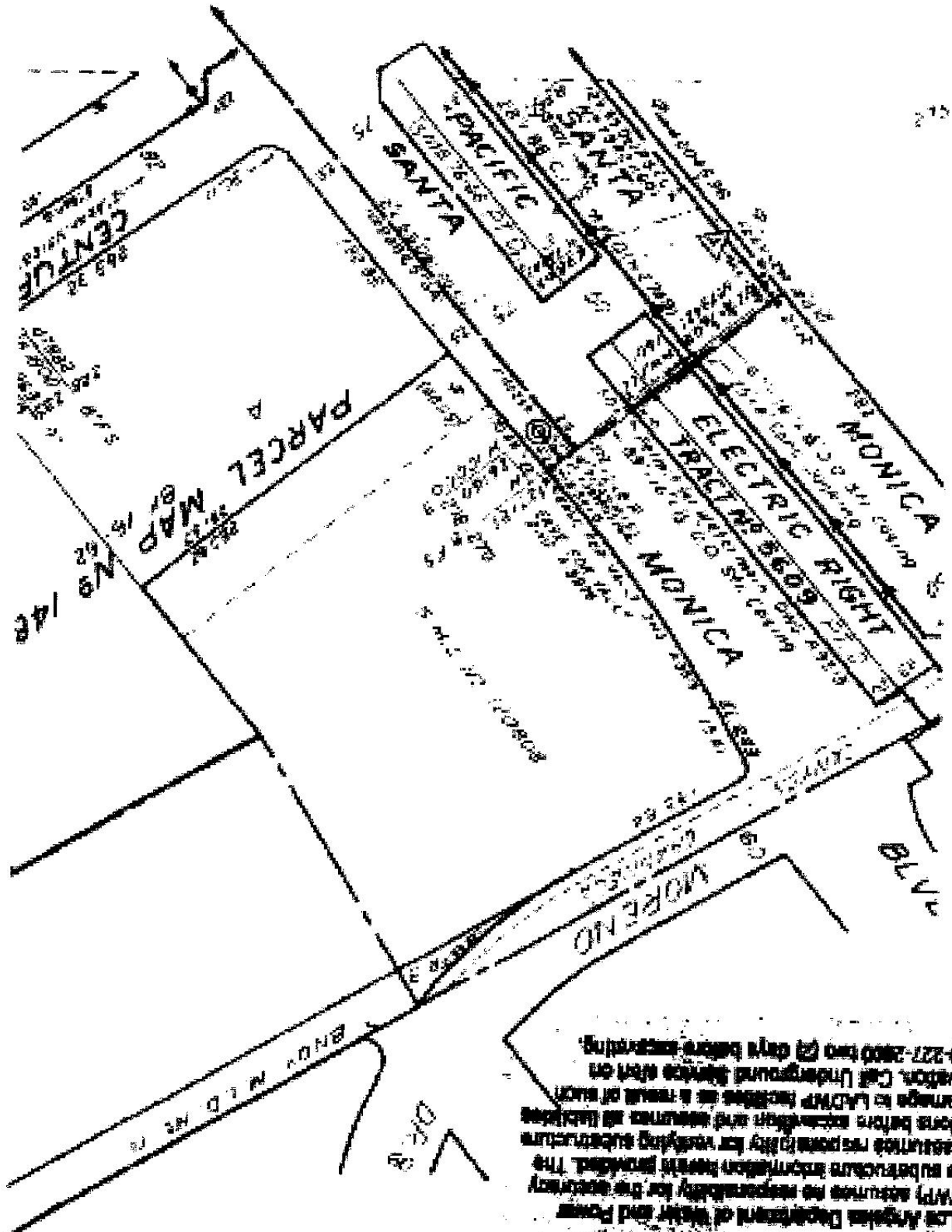
Please let me know so that I can complete my portion of the EIR for this project.

**Larry G. Gray**  
**SEC Civil Engineers, Inc.**  
16823 Saticoy Street  
Van Nuys, CA 91406  
Phone 818-782-2788  
Fax 818-782-0111  
Email [lgray@spindlereng.com](mailto:lgray@spindlereng.com)

-----Confidentiality Notice-----

This electronic message transmission contains information from the Los Angeles Department of Water and Power, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

6/3/2011



The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substation information herein provided. The user assumes responsibility for verifying substation locations before excavation and assumes all liability for damage to LADWP facilities as a result of such excavation. Call Underground Services staff on 1-800-227-2800 two (2) days before excavating.





ANTONIO R. VILLARAIGOSA  
*Mayor*

Commission  
THOMAS S. SAYLES, *President*  
ERIC HOLOMAN, *Vice-President*  
CHRISTINA E. NOONAN  
JONATHAN PARFREY  
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS  
*General Manager*

March 23, 2011

Subject: Century City Regulator Station

The Los Angeles Department of Water and Power (LADWP) is currently designing a pressure regulator station (regulator station) for Century City. This regulator station will be a significant upgrade for the service zone and will meet the dual purpose of addressing the City of Los Angeles Fire Department's recommendations for enhanced fire service and improving water pressure to better serve the daily needs of the community. The LADWP has prioritized completion of its design and construction in our Fiscal Year 2011 Capital Budget. Construction is expected to commence in early 2012.

If you have any questions or require additional information, please contact Mr. Andrew L. Linard, Manager of Distribution Engineering, at (213) 367-1064.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald O. Nichols".

Ronald O. Nichols  
General Manager

MRD:ct  
c: Mr. Andrew Linard

**Water and Power Conservation ... a way of life**

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700  
Telephone: (213) 367-4211 Cable address: DEWAPOLA

Recyclable and made from recycled waste.





J.2 DWP Water Service Letter

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# Department of Water and Power



# the City of Los Angeles

ANTONIO R. VILLARAIGOSA  
*Mayor*

Commission  
THOMAS S. SAYLES, *President*  
ERIC HOLOMAN, *Vice President*  
RICHARD F. MOSS  
CHRISTINA E. NOONAN  
JONATHAN PARFREY  
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS  
*General Manager*

June 24, 2011

RECEIVED  
JUL 1 - 2011

SEC Civil Engineers, Inc  
16823 Saticoy St  
Van Nuys, California 91406

Ladies and Gentlemen:

Subject: Tract No. 71555

Enclosed is a copy of the Water Services Organization's (WSO) letter to the Department of City Planning setting forth the conditions under which water service can be provided to this tract. This response relates to the WSO's conditions only. The Energy Services Organization may have additional conditions and will mail their requirements to the City Engineer directly during the final tract map review process.

If improvements are proposed within existing dedicated streets, we must review your preliminary street improvement plans. If adjustments to water facilities are necessary, the developer may be required to pay for the cost of such adjustments. Please submit a copy of your street improvement plans after they have been signed by the City's District Engineer so that we can expedite determination of the need for adjustments.

After we receive the final plans and payment for the necessary adjustments, it will take us a minimum of 60 days to complete the design of the water facility adjustments and begin construction. Depending on our workload and permitting requirements, additional time may be required.

For additional information regarding the subdivision process, please refer to the enclosed fact sheet titled "Subdivisions" or contact WSO at (213) 367-1218. Correspondence may be addressed to:

Los Angeles Department of Water and Power, Water Distribution Engineering,  
P.O. Box 51111, Room 1425  
Los Angeles, CA 90051-5700

Sincerely,

Michael Downs, P.E.  
Engineer of Western District  
Water Distribution Engineering

ES:ct

Enclosures

## Water and Power Conservation ... a way of life

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Telephone: (213) 367-4211 Cable address: DEWAPOLA

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ANTONIO R. VILLARAIGOSA  
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CHRISTINA E. NOONAN  
JONATHAN PARFREY  
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS  
General Manager

June 24, 2011

Mr. Michael S. Y. Young  
Department of City Planning  
200 North Spring Street, Room 721  
Los Angeles, California 90012

Dear Mr. Young

Subject: Tract No. 71555  
South of Santa Monica Boulevard and West of Moreno Drive

This is in reply to your letter dated April 15, 2011. This tract can be supplied with water from the municipal system subject to the Los Angeles Department of Water and Power's (LADWP) Water System Rules and requirements set forth in the enclosed report.

Upon compliance with these conditions and requirements, the LADWP's Water Services Organization (WSO) will forward the necessary clearances to the Bureau of Engineering after we receive the final tract map.

Questions regarding WSO clearance should be directed to the Los Angeles Department of Water and Power, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1218.

Sincerely,

Michael Downs, P.E.  
Engineer of Western District  
Water Distribution Engineering

ES:ct

Enclosure

c: Bureau of Engineering (2)  
Land Developing and Mapping Division  
District Engineer  
Map No. 134-162

SEC Civil Engineers, Inc  
Los Angeles City Fire Department  
Water Service Representative

**Water and Power Conservation ... a way of life**

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700  
Telephone: (213) 367-4211 Cable address: DEWAPOLA

ITEMS CHECKED APPLY TO THIS TRACT

1. DEVELOPER MUST COMPLETE THE FOLLOWING FINANCIAL ARRANGEMENTS PRIOR TO TRACT RECORDATION:

- a. Supply System: Acreage Supply Charge  \_\_\_\_\_
- b. Water Mains: Existing  Proposed  \_\_\_\_\_
- c. Relocation, Removal, or Abandonment of Existing Water System Facilities \_\_\_\_\_
- d. **Install new fire hydrant**   X    
**2 1/2"X4" DFH on the SW corner of Santa Monica Blvd and Moreno Dr**

2. ENGINEERING REQUIREMENTS PRIOR TO TRACT RECORDATION:

- a. An accurate street and site grading plan must be furnished this Department: \_\_\_\_\_
  - 1) To determine the safety or accessibility of existing or proposed facilities. \_\_\_\_\_
  - 2) To determine accurately the conditions or limitations of service. \_\_\_\_\_
- b. \_\_\_\_\_

3. PRIOR TO RECEIVING WATER SERVICE THE DEVELOPER MUST:

- a. Enter into an "Agreement for the Installation and transfer of Title of Water Facilities" and provide a letter of credit to assure the installation of these facilities. \_\_\_\_\_
- b. Pay appropriate Engineering and Administrative fees and/or charges for supplying materials and installing facilities. \_\_\_\_\_
- c. Prepare plans for Department approval and install the following facilities \_\_\_\_\_
  - Water Mains  Fire Hydrants
  - Connections to Existing Supply System  Services
  - Other \_\_\_\_\_
- d. Install the following Department designed facilities: \_\_\_\_\_
  - Water Mains  Fire Hydrants  Meters
  - Connections to Existing Supply System  Services
  - Other \_\_\_\_\_
- e. **Arrange for the Department to install the following:**   X  
  - Water Mains  **Fire Hydrants X** Meters
  - Connections to Existing System  Services
  - Top change fire hydrant

4. OTHER CONDITIONS OR REQUIREMENTS APPLICABLE TO THIS TRACT ARE DESCRIBED BELOW:

Separate water service will be required to supply each lot. All lots can be supplied with water directly from meters and services installed on street surface frontage or, in the absence of street surface frontage, through proposed recorded private utility horizontal and vertical onsite easements in favor of the lot owner and encumbering the lots/properties thru which they pass. These easements must be in a form satisfactory to the Department and are required for release of this tract map for recordation

5. CONDITIONS UNDER WHICH WATER SERVICE WILL BE RENDERED:

- a. Plumbing for the following lot(s) must be sized in accordance with the Los Angeles City Plumbing Code for a minimum pressure range of 30 to 45 psi at the building pad elevation:
- b. Water Service Elevation Agreements will be required for the following lot(s) because the minimum pressure on some portion of the lot(s) is less than 35 psi:
- c. Pressure regulators will be required in accordance with the Los Angeles City Plumbing Code for the following lot(s) where pressures exceed 80 psi at the building pad elevation:

6. EXISTING WATER MAINS ARE LOCATED IN OR ADJACENT TO THIS TRACT AS FOLLOWS:

- a. The following water mains may be inadequate to serve this tract and may need to be enlarged at the Developer's expense.

7. LOS ANGELES CITY FIRE DEPARTMENT REQUIREMENTS:

- a. **New fire hydrants** and/or top upgrades to existing fire hydrants are required in accordance with the Los Angeles Fire Code.   X    
**Install new 2 ½"X4" DFH on the SW corner of Santa Monica Blvd and Moreno Dr**
- b. Replacement of the following existing mains:

**CITY OF LOS ANGELES  
DEPARTMENT OF WATER AND POWER  
SUBDIVISIONS**

The Department of Water and Power (DWP) receives copies of final tract maps submitted to the City Engineer's Office for review and determination of required facilities. The tract engineer will receive a copy of the letter DWP sends to the City Engineer detailing Water System requirements.

Arrangements for any required water facilities must be concluded before the DWP can release a tract for recordation. The Water System's Distribution Engineering Section can be contacted for any additional information regarding Water System requirements for your development. The telephone number is listed below.

	<u>TELEPHONE NUMBER</u>
QUESTIONS REGARDING SUBDIVISIONS	(213) 367-2130
GENERAL INFORMATION	(213) 367-1182
FAX	(213) 367-4434
STATIC WATER PRESSURE INFO.	(213) 367-0973

Water System clearance for recordation will be issued upon the conclusion of arrangements for the installation of required facilities and payment of applicable charges.

Charges that may be due include those for new and existing water mains, new or existing extraordinary pump and storage facilities, new water services, and meters.

For tracts requiring a water main extension or replacement of a portion of the distribution system, the developer will be required to make financial arrangements with the DWP for design and installation of required facilities before tract recordation. Depending upon the Water System requirements for your tract, 2 to 6 months should be allowed to complete design, obtain permits, and schedule and complete construction of required installations for most tracts requiring new Water System facilities.

Should you wish to correspond with or visit the Distribution Engineering's main office, the address is:

**LOS ANGELES DEPARTMENT OF WATER AND POWER  
DISTRIBUTION ENGINEERING SECTION - WATER  
111 NORTH HOPE STREET, ROOM 1425  
LOS ANGELES, CALIFORNIA 90012**

**BUSINESS HOURS: 8:00 A.M. TO 5:00 P.M. (MONDAY - FRIDAY, EXCLUDING HOLIDAYS)**

### J.3 Wastewater/Sewer Study

---

**PROJECT SITE:**

10000 W. Santa Monica Blvd  
Los Angeles, California 90067  
APN: 4319-001-(001-002)

Vesting Tentative Tract Map No. 71555  
Environmental Impact Report No. ENV 2011-0540 EIR

**PREPARED FOR:**

SM 10000 Properties, LLC  
2200 Biscayne Boulevard  
Miami, Florida 33137  
Tel: (305) 372-1155

**PREPARED BY:**

S.E.C. Civil Engineers, Inc  
16823 Saticoy Street  
Van Nuys, California 91406  
Tel: 818.782.2788  
JN: 7512.01

**APRIL, 2011**

**REVISION 1 June 3, 2011**



**Wastewater / Sewer Study**





## **WASTEWATER / SEWER STUDY**

### **Introduction**

The purpose of this section is to assess the impacts of the proposed project on wastewater collection and treatment (Sewer). This section is based on comparisons of the projected service needs to the existing or anticipated level of service.

### **Existing Conditions**

The City of Los Angeles Department of Public Works maintains the sewer collection and distribution system located throughout the city, with 6,500 miles of public sewers generating about 550 million gallons per day of flow with wastewater treatment conveyed to the city's wastewater treatment system.

In addition, the proposed project would utilize a sewer conveyance system that would consist of, construction of approximately 250 lineal feet of new 8 inch sewer main line extending East from the existing sewer man hole on the former centerline of the South roadway of Santa Monica Blvd and the centerline of Century Park East, to a point opposite the Northwesterly corner of the subject property. This new main would connect to the 27" Westwood Relief Sewer in Century Park East which continues Southerly to the Hyperion Treatment Plant in Playa Del Rey.

Hyperion Treatment Plant (HTP) treats wastewater for much of the City of Los Angeles, all wastewater from the City of Beverly Hills, Burbank, Culver City, El Segundo, Glendale, San Fernando, Santa Monica, and portions of unincorporated Los Angeles County.

Hyperion Treatment Plant is located in Playa Del Rey with treatment capacity expanded in 1998 to handle 550 million gallons of wastewater per day. Currently, HTP is the largest of four wastewater treatment plants in the area surrounding the City of Los Angeles. The flow to HTP is approximately 410 million gallons of wastewater per day.

### **Project Impacts**

The city of Los Angeles sewer conveyance system has adequate capacity to meet the proposed project needs of roughly 55,500 gallons of average flow per day (see Sewer Availability Request 04/06/2011, page 6) The proposed project may have conventional parking or automated parking. Table 1 and 2 below depicts both options.

**Table 1**

**Estimated Wastewater Use for the Proposed Project with Conventional Parking**

Land Use	Amount of Development		Wastewater Generation Factor (gpd/Unit)	Average Wastewater Generation (gpd)	Peak Wastewater Generation (gpd)
1 bedroom Condo's	42	Units	120	5,040	8,568.0
2 bedroom Condo's	170	Units	160	27,200	46,240.0
3 bedroom Condo's	71	Units	200	14,200	24,140.0
Lounge	5,881	Sq. Ft.	0.08	470	799.8
Parking	280,467	Sq. Ft.	0.02	5,609	9,535.9
Gym	11,332	Sq. Ft.	0.25	2,833	3.2
			<b>Total</b>	<b>55,353</b>	<b>89,287</b>
<i>Assumptions:</i>					

*The Water Use Factors are from Sewer Generation Factors for Residential and Commercial Categories chart from the City of Los Angeles Bureau of Sanitation, dated Effective June 5, 1996.*

*Peak Wastewater is estimated to be 1.7 times the average daily wastewater generation.*

**Table 2**

**Estimated Wastewater Use for the Proposed Project with Automated Parking**

Land Use	Amount of Development		Wastewater Generation Factor (gpd/Unit)	Average Wastewater Generation (gpd)	Peak Wastewater Generation (gpd)
1 bedroom Condo's	42	Units	120	5,040	8,568.0
2 bedroom Condo's	170	Units	160	27,200	46,240.0
3 bedroom Condo's	71	Units	200	14,200	24,140.0
Lounge	5,881	Sq. Ft.	0.08	470	799.8
Parking	166,128	Sq. Ft.	0.02	3,323	5,648.4
Gym	11,332	Sq. Ft.	0.25	2,833	3.2
			<b>Total</b>	<b>53,066</b>	<b>85,399</b>
<i>Assumptions:</i>					

*The Water Use Factors are from Sewer Generation Factors for Residential and Commercial Categories chart from the City of Los Angeles Bureau of Sanitation, dated Effective June 5, 1996.*

*Peak Wastewater is estimated to be 1.7 times the average daily wastewater generation.*

## **Mitigation Measures**

Based on current and future conditions, the City of Los Angeles Department of Public Works sewer collection and distribution system has available capacity to serve the proposed project

## **Cumulative Impacts**

Based on available information, the proposed project will have no significant cumulative impact on the surrounding area.

## **APPENDICES**

1. Sewer Availability Request dated: April 6, 2011
2. City of Los Angeles, Department of Public Works, 8 ½ x 11 Sewer Plan
3. Layout of the proposer new Sanitary Sewer to serve the proposed project.

BOE Central Dist Fax:2134827007 Apr 6 2011 15:32 P.01  
 BPA ENGINEERING  
 CENTRAL  
 CR 25 33 073477 04/06/11 03:17PM

City of Los Angeles  
 Bureau of Engineering

51 705 SCARF 50,001-100,000

**Sewer Capacity Availability Request (SCAR)**

\$1,315.00

To: Bureau of Sanitation

The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date of sewer capacity approval from the Bureau of Sanitation.

34 502 ONE STOP PERMIT CENTER RSR FEE  
 1.00 X \$35.50

\$35.50

1.00 X \$127.00

\$127.00

Job Address: 10000 W SANTA MONICA BLVD

SCAR 1041241 10000 W SANTA MONICA BLVD

Date submitted: 4/3/2011

Request Will Serve Letter:

ID: 1241  
 Total Due: \$1,770.5  
 Checks \$1,770.5  
 HAVE A NICE DAY

Applicant: LARRY GARY

Phone: 818-782-2788

Address: 18823 SATICOY ST

Fax: 818-782-0111

S-Map: 49115, 51903

City: VAN NUYS

State: CA

Zip: 91406

Wye Map: 135-161-3

Email: LGARY@SPRINDLERENG.COM

BPA No.:

SIMMS Map - Maintenance Hole Locations

	Street Name	U/S MH	D/S MH	Diameter
1.	CENTURY PARK EAST	48115011	51903002	27 inch
2.				0 inch
3.				0 inch

(U17)  
 S=20040

Proposed Project Description: PROPOSED CONDOS

Proposed Use Description	Quantity	Flow
1. 1-BDRM CONDO	42 DU	6,040 GPD
2. 2-BDRM CONDO	170 DU	27,200 GPD
3. 3-BDRM CONDO	71 DU	14,200 GPD
4. LOUNGE/PARKING/GYM	298,322 SF	8,980 GPD
<b>PROPOSED TOTAL FLOW:</b>		<b>56,500.00 GPD</b>

10000 W SANTA MONICA BLVD

Remarks: SEWER IN SANTA MONICA BLVD TO BE EXTENDED (SEE ATTACHED MAP). FLOW IS SOUTH EASTERLY ALONG CENTURY PARK EAST. 1. The developer must install private trap on Private Lateral. 2. Approve for specified flow  $\approx 38,500$  GPM

CAPACITY AVAILABLE: YES  NO

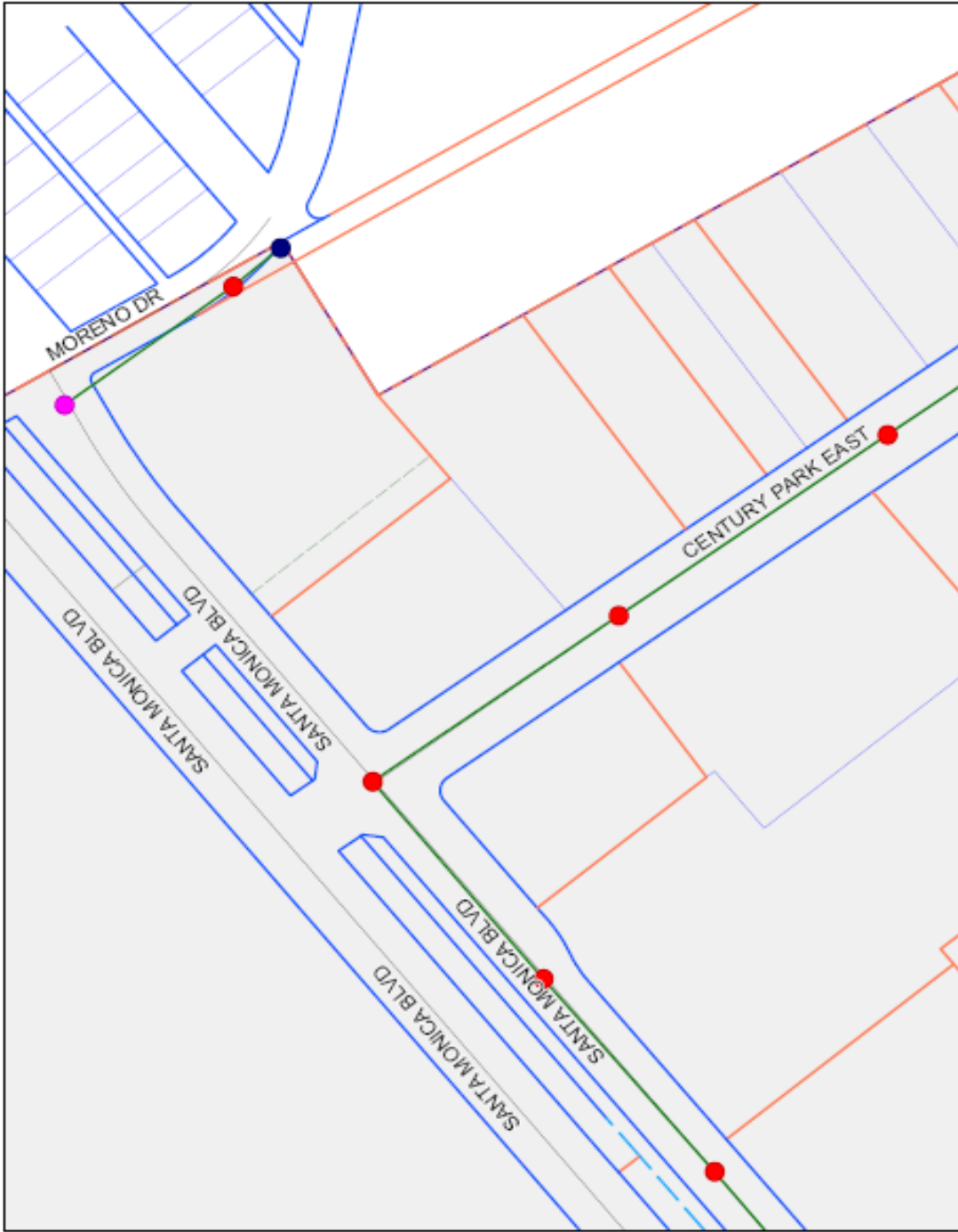
Date Approved: Loi Zheng 4/21/2011

Approved by: [Signature] 4/25/11  
 Bureau of Sanitation  
 (323) 342-8252

Submitted by: NATALIE MOORE RSM  
 Bureau of Engineering  
 (213) 482-7030  
 (213) 482-7007 Fax

WLA (310) 575 8631 Fax  
 Pg 1/3

# 10000 Santa Monica Blvd - Sewer Lines



Proposed new Sanitary Sewer Line to connect the proposed project to the City of Los Angeles Sanitary Sewer System

